

02/17/10

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**COMPLETE STREETS POLICY PROGRESS**

**Dayton, OH Adopts Livable Streets Policy**

Dayton City Commissioners unanimously approved the Livable Streets Policy introduced by Commissioner Whaley on February 2, making Dayton the first city in Ohio to adopt a complete streets policy. By adopting this measure, Dayton will “ensure the needs of all users are balanced throughout the surface transportation network to the greatest reasonable measure” in a manner supportive of community land use context. Developed by the City’s planners and engineers, the policy also lays out four exceptions and calls for a new system of performance measurements.

(<http://www.cityofdayton.org/PressReleases/Documents/Livable%20Streets%20-%20New%20Policy%20Guides%20Accessibility,%20Design,%20Safety.pdf>)  
(<http://nanwhaley.wordpress.com/2010/02/04/commission-passes-livable-street-policy/>)

### **Progress in Indiana**

Things are moving quickly! House Bill 1182, introduced by Representative Dembowski on January 7, passed out of Roads and Transportation Committee by a vote of 10-2 on January 27. The bill approved by the Committee was significantly amended and now requires only annual reporting from the Indiana Department of Transportation on its progress toward developing and implementing complete streets guidelines. Five days later, the House voted 91-4 to pass the amended bill. The bill is now in the Senate, sponsored by Senators James Merritt and Jim Arnold. The Indiana Complete Streets Campaign is excited by the progress and urges Hoosiers to contact their senators about holding a hearing for the bill.

(<http://www.healthbydesignonline.org/IndianaCompleteStreetsCampaign.html>)  
(<http://www.in.gov/apps/lsa/session/billwatch/billinfo?year=2010&session=1&request=getBill&docno=1182>)

### **Four More States Introduce Bills**

**Minnesota** became the fifth state this year to introduce complete streets legislation. Bills SF 2461 and HF 2801 will ensure every road construction, reconstruction, or rehabilitation project funded partially or completely by the state follows a complete streets approach. The legislation is a major step forward for Minnesota and is supported by the Minnesota Department of Transportation, the Minnesota Complete Streets Coalition, and over 70% of Minnesotans. The bills also have bipartisan support in the legislature. In addition to the five original House authors, another ten have been added in the last week and five Senators support the bill. Check our blog for more information, including a video of the press conference, featuring bill sponsors Representative Mike Obermueller and Senator Tony Lourey.

(<https://www.revisor.mn.gov/bin/bldbill.php?bill=S2461.0.html&session=ls86>)  
([https://www.revisor.mn.gov/revisor/pages/search\\_status/status\\_detail.php?b=House&f=HF2801&ssn=0&y=2010](https://www.revisor.mn.gov/revisor/pages/search_status/status_detail.php?b=House&f=HF2801&ssn=0&y=2010))  
(<http://www.dot.state.mn.us/planning/completestreets/>)  
(<http://www.mncompletestreets.org/>)  
(<http://www.completestreets.org/policy/state/complete-streets-bills-introduced-in-minnesota-legislature/>)

A complete streets bill (H.741) was introduced in the **Vermont** legislature on February 2. Sponsored by eleven Representatives, the bill strengthens existing statutes related to state highways, adds complete streets language to the codified statement of policy, and requires a report from the Vermont Agency on Transportation detailing its implementation progress. AARP Vermont is actively working with other organizations in support of this bill and others across the state.

(<http://www.leg.state.vt.us/docs/2010/bills/Intro/H-741.pdf>)  
([http://www.aarp.org/community/AARPVT/journals/Complete Streets More Li/2378232](http://www.aarp.org/community/AARPVT/journals/Complete%20Streets%20More%20Li/2378232))

State Senator Joan Bray introduced complete streets legislation in the **Missouri** Senate (SB 720) in January. The language is identical to that of last year's House bill, which passed the House and was incorporated into the year's transportation omnibus bill until the final stages. The Missouri Bicycle and Pedestrian Federation's lobby day yesterday included a push for state-level commitment to complete streets.

([http://www.senate.mo.gov/10info/BTS\\_Web/Bill.aspx?SessionType=R&BillID=3158031](http://www.senate.mo.gov/10info/BTS_Web/Bill.aspx?SessionType=R&BillID=3158031))

(<http://mobikefed.org/CompleteStreets>)

**Washington** State Representative Jim Moeller introduced H.B. 2911 on January 18.

Spearheaded by the Transportation Choices Coalition, the bill establishes a grant program within the Washington DOT to incentivize complete streets ordinances at the local level. It also directs the DOT to apply context-sensitive solutions, as outlined in the ITE/CNU *Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities*, to state highways within city limits. Though the bill garnered a long list of co-sponsors from rural and urban districts, and passed out of the House Transportation Committee, it failed to make it to the House floor in the short legislative session. The Transportation Choices Coalition will work with the Washington DOT and other partners on a stronger bill for next year's long session.

(<http://dlr.leg.wa.gov/billsummary/default.aspx?Bill=2911&year=2009>)

(<http://www.transportationchoices.org/>)

(<http://www.ite.org/css/>)

### **Complete Streets Policy Delayed in Tupelo, MS...**

The state's first complete streets policy was brought before Tupelo City Council earlier this month, but its adoption was delayed amid questions from elected officials and the public. Mayor Jack Reed, Jr. has been a strong supporter of a complete streets policy because it compliments his efforts to improve public health and quality of life in the city. The *Northeast Mississippi Daily Journal* ran a supportive editorial of the policy. Rather than completely dismiss the ordinance, the city is instead working to bring key stakeholders together to further discuss complete streets. Senior Planner Renee Autumn Ray explained the policy and took questions during a meeting at City Hall last week, dispelling myths and building community support.

(<http://www.completestreets.org/policy/tupeloans-cant-help-falling-in-love-with-complete-streets/>)

([http://nems360.com/printer\\_friendly/5741262?utm\\_source=twitterfeed&utm\\_medium=twitter](http://nems360.com/printer_friendly/5741262?utm_source=twitterfeed&utm_medium=twitter))

([http://nems360.com/view/full\\_story/6116876/article-Public-weighs-in-on-Complete-Streets-in-Tupelo?instance=home\\_news\\_bullets](http://nems360.com/view/full_story/6116876/article-Public-weighs-in-on-Complete-Streets-in-Tupelo?instance=home_news_bullets))

### **...And in Northwestern Indiana**

The Transportation Policy Committee of the Northwestern Indiana Regional Planning Commission expressed concerns over the complete streets policy presented to them this month, and introduced in a resolution in December. Members were concerned with some aspects of the language, sending the policy to a special subcommittee hearing. Lead NIRPC staff

advocate Mitch Barloga hopes the policy will be adopted soon, so that it will be in place before next month's federal grant applications.

([http://www.post-trib.com/news/2038635\\_nirpc0210.article](http://www.post-trib.com/news/2038635_nirpc0210.article))

([http://nwitimes.com/business/local/article\\_29f0f43e-e6c3-5839-9aa5-570950a50e34.html](http://nwitimes.com/business/local/article_29f0f43e-e6c3-5839-9aa5-570950a50e34.html))

### Quick Takes: Policy Progress

- *New Mexico*: The New Mexico Senate unanimously passed a Memorial (SM 39) urging DOT to embrace and promote Complete Streets policies. The resolution cites the health and environmental benefits of bicycling and urges more New Mexicans to bike. (<http://legis.state.nm.us/lcs/session.aspx?Chamber=S&LegType=M&LegNo=39&year=10>)
- *Lee's Summit, MO*: A few months after adopting its long-range plan, Lee's Summit 360, a subcommittee has begun working on the complete streets ordinance recommended therein. Council may be reviewing a draft by this May. (*Lee's Summit Journal* <http://www.lsjournal.com/100/story/43950.html>)
- *Red Wing, MN*: Live Healthy Red Wing, an organization funded through the YMCA's Pioneering Healthy Communities program, announced the development of a task force to develop a complete streets policy. Complete streets is one of the group's three main initiatives to improve health in Red Wing. ([http://www.livehealthyredwing.org/complete\\_streets.htm](http://www.livehealthyredwing.org/complete_streets.htm))
- *Edmond, OK*: In late January, the Edmond Planning Commission approved a complete streets resolution for the city by 4-1, following a unanimous vote from the Public Transportation Committee earlier. The resolution was planned to go before City Council on January 25, but has been delayed. (*The Oklahoman* <http://newsok.com/edmond-planning-commission-oks-streets-resolution/article/3433460>)

### TIGER Awards Many Complete Streets Projects

The U.S. Department of Transportation just announced the recipients of its \$1.5 billion TIGER grant program, the Department's first attempt at a competitive grant program where projects of all modes compete based on their ability to meet national goals. Applicant projects had to demonstrate multiple benefits, including long-term goals of stimulating economic competitiveness, improving public safety, enhancing livability, developing sustainable transportation options, and helping achieve a state of good repair. It comes as no surprise that many of the projects promote complete streets, including a project in downtown Dubuque, IA. See our blog post for more details. The TIGER program received more than 1,400 applications from all 50 states totaling almost \$60 billion. Its success exemplifies the thirst for a different approach to transportation and is a model for the performance based transportation funding system we hope to see in the next transportation bill.

(<http://www.dot.gov/affairs/2010/dot3010.htm>)

(<http://www.dot.gov/documents/finaltigergrantinfo.pdf>)

(<http://www.completestreets.org/policy/federal/tiger-awards-many-complete-streets-projects/>)

### **Federal Policy Update**

There has not been much progress on reauthorizing the transportation bill so far this year. The current extension will expire at the end of this month and there are plans to include an extension through the end of 2010 in a Senate jobs bill (similar language was included in the House jobs package that passed in December). However, the lack of Congressional action has not stopped the US DOT from touring the country to hear from state and local practitioners and advocates. Discussions held at each of stop of this “listening tour” will inform the administration’s priorities for reauthorization. Having visited Louisiana in December, the US DOT’s second stop was last month in Minnesota. Coalition Executive Director Barbara McCann discussed complete streets in the plenary session, but she wasn’t the only one! Minnesota DOT Commissioner Tom Sorel spoke about his support for complete streets, and every breakout session featured at least one complete streets supporter.

(<http://www.completestreets.org/policy/federal/minnesotans-talk-up-complete-streets-at-us-dot-listening-tour/>)

The next listening session is taking place in Los Angeles this Friday, February 19. Coalition Steering Committee Member and Safe Routes to School National Partnership Director Deb Hubsmith is on the schedule to talk about ensuring children have streets that keep them safe and promote a healthy lifestyle.

(<http://la.streetsblog.org/2010/02/10/boxer-lahood-coming-to-metro-to-discuss-transportation-funding-bill/>)

### **COALITION NEWS**

#### **Alliance Issues 2010 Benchmarking Report**

Bicycling and Walking in the United States: The 2010 Benchmarking Report, released by the Alliance for Biking & Walking late last month, finds that investing in biking and walking could save lives and highlights the connection between biking and walking and public health. The nearly 200-page report is a snapshot of the state of bicycling and walking in the country and in the 50 states and 51 largest cities. States and cities are ranked on a number of indicators including bicycling and walking levels, safety, and funding.

(<http://www.PeoplePoweredMovement.org/benchmarking>)

#### **Bike Summit 2010**

The 10<sup>th</sup> Annual League of American Bicyclists’ Bike Summit is coming up soon, so mark your calendars for March 9-11 in Washington, DC. There will be a session focusing on complete streets and what the next steps are to ensure that complete streets are part of our national transportation policy. Online registration ends Thursday, March 4th, so register today!

(<http://www.bikeleague.org/conferences/summit10/>)

#### **Coalition Welcomes New Partner Firms**

The National Complete Streets Coalition is thrilled with the growing number of firms joining the Coalition at the Partner level. This month, we’re welcoming two of our Bronze Partners.

**Gresham, Smith and Partners** is a practice-led business of architects, engineers, planners and recently completed a Complete Streets Study and Guidelines for the Knoxville Regional Transportation Planning Organization.

(<http://gspnet.com/>)

([http://www.knoxtrans.org/plans/complete\\_streets/index.htm](http://www.knoxtrans.org/plans/complete_streets/index.htm))

**Kittelson & Associates, Inc.** provides comprehensive transportation planning, engineering, and research services with the goal of developing solutions that improve the performance of pedestrian, bicycle, highway, signal, and transit systems.

(<http://kittelson.com/>)

More information about the Partners program and joining the Coalition is available on our website.

(<http://www.completestreets.org/get-involved/join-the-coalition/#partner>)

### **Introducing Our Federal Policy Fellow**

The Coalition is excited to announce the newest member of our staff, Eryn Rosenblum. Eryn joins us as our new Federal Policy Fellow, and will work full-time on growing support for complete streets on Capitol Hill. Eryn is passionate about transportation policy and advocacy, working until recently as an Outreach and Field Fellow with the Transportation for America Campaign. She can be reached at [erosenblum \[at\] completestreets \[dot\] org](mailto:erosenblum@completestreets.org) or 202-207-3355, x143.

### **COMPLETE STREETS NEWS**

#### **Complete Streets Community Albert Lea, MN Featured in Newsweek**

Newsweek recently profiled Albert Lea, a town that is making huge strides to improve heart health and quality of life for its residents by changing everyday environments to encourage improved health and active living. Following policy guidance from the AARP/Blue Zones Vitality Project, Albert Lea has taken on a number of healthy policies, including an amendment to its subdivision code that will require a complete streets approach in all new projects. The city has laid new sidewalks and pathways making homes, schools, and shopping reachable by walking and biking. After less than a year, residents have lost weight and increased their life expectancy, and health care claims fell by a third. These results speak to the success of the program, which could become a replicable template for communities across the country.

(<http://www.newsweek.com/id/233006/page/1>)

(<http://www.bluezones.com/vitality-project>)

#### **“Complete” Networks Need “Complete” Bridges**

Bridges are huge infrastructure investments, and they are once-in-a-lifetime opportunities to create complete networks for all users of the transportation system. Unfortunately, accommodating all users is still not always standard practice in bridge reconstruction. Reconstruction and expansion of I-95 over the Delaware River between New Jersey and Pennsylvania may not include right-of-way for pedestrians and bicyclists if it is deemed too expensive, despite the commitment both states have already made to complete streets. In Cleveland, Ohio, there is strong community and political support for including pedestrian and bicycle access in an upcoming bridge reconstruction, but the state DOT has not yet committed

to including access for all users in its plan. The cost of retrofitting bridges to accommodate walking and biking in the future is far greater than if those facilities are included initially. Access for all users should be designed into bridge projects from the start. Now is the time to do it right.

([http://www.philly.com/inquirer/local/pa/20100203\\_New\\_Delaware\\_River\\_bridge\\_may\\_not\\_include\\_walkway.html](http://www.philly.com/inquirer/local/pa/20100203_New_Delaware_River_bridge_may_not_include_walkway.html))

(<http://www.gcbl.org/planning/innerbelt>)

### Quick Takes: Complete Streets Talk Around the Country

- *Laguna Beach, CA*: City Council approved a measure to rename the Bike Task Force the Complete Streets Act Task Force. The name change more properly represents the Task Force's goal of safer, healthier, more attractive city streets for all users. (*Laguna Beach Coastline Pilot* <http://www.coastlinepilot.com/articles/2010/02/03/politics/cpt-councilwrap01292010.txt>)
- *San Francisco, CA*: Furthering its successful Pavement to Parks pilot projects, the City is looking to better balance its streets for all users by extending a sidewalk into two mid-block parking spaces. The sidewalk extensions will also be on a trial basis, with funding from private firms and support from the local Merchants Association. (Streetsblog San Francisco <http://sf.streetsblog.org/2010/02/16/san-francisco-takes-parking-spaces-for-trial-sidewalk-extensions/>)
- *New York City, NY*: Greenlight for Midtown, the pilot project to improve safety and mobility – and which famously pedestrianized Times Square, provided numerous plazas, and a created continuous, safe biking route along Broadway – will become a permanent part of the Big Apple. The project reduced injuries to motorists and passengers by 63% and to pedestrians by 35%. Nearly 75% of New Yorkers support the dramatic improvement. (<http://www.nyc.gov/html/dot/html/about/broadway.shtml>)
- *Portland, OR*: An opinion piece in the *Oregonian* from the Steph Routh, Director of the Willamette Pedestrian Coalition, makes the case for an improved commitment to complete streets. Routh focuses on the need to increase spending on pedestrian infrastructure to ensure true freedom of choice in transportation. ([http://www.oregonlive.com/opinion/index.ssf/2010/02/complete\\_streets\\_need\\_pedes\\_tri.html](http://www.oregonlive.com/opinion/index.ssf/2010/02/complete_streets_need_pedes_tri.html))
- *Pittsburgh, PA*: Late last month, Mayor Luke Ravenstahl presented his vision for the future of transportation in Pittsburgh. Called MOVEPGH, the vision will be developed through a \$1.1 million planning process that will focus on complete streets and systems, contextual design, sustainability and livability, among other goals. (Mayor's Office 1/27 Press Release, via BikePGH [http://www.city.pittsburgh.pa.us/mayor/html/city\\_press\\_releases.html](http://www.city.pittsburgh.pa.us/mayor/html/city_press_releases.html), <http://bike-pgh.org/2010/01/mayor-moves-multimodal-transportation-forward-with-movepgh-plan/>)

### Incomplete Streets Death

On the evening of February 3rd, Lloyd A. Bell Sr., 52, was struck and killed by a car while trying to cross Highway 101 in southern Oregon. Highway 101 serves as a main street in several

communities along Oregon’s coast. In just the last six months, however, several pedestrians have been killed while trying to cross or travel along 101, indicating a mismatch in the design of the roadway and the function it needs to serve. In the area where Bell was trying to cross, the street is five lanes wide with a posted speed limit of 45-mph, and has no overhead streetlights. Future projects should provide safe crossings to the businesses in the area.

[http://www.theworldlink.com/articles/2010/02/05/news/area\\_sees\\_third\\_pedestrian\\_dea\\_759.txt](http://www.theworldlink.com/articles/2010/02/05/news/area_sees_third_pedestrian_dea_759.txt)

## RESOURCES

### **New Complete Streets Webinar**

Barbara McCann has teamed up with Dan Burden, executive director of the Walkable and Livable Communities Institute, and Steve Sugg, City Manager of University Place WA, on a new webinar available to download from the American Public Works Association.

<https://apwa.net/Events/eventdetail.asp?ID=5202>

### **Active Design Guidelines**

Designing the built environment to encourage physical activity is critical to addressing obesity and related diseases. In response to this health challenge, the New York City Departments of Design and Construction, Health and Mental Hygiene, Transportation, City Planning, and the Office of Management and Budget developed Active Design Guidelines. The Guidelines, based on the latest academic research and best practices, offer urban design and building strategies and discuss the links between sustainability and active design.

[http://www.nyc.gov/html/ddc/html/design/active\\_design.shtml](http://www.nyc.gov/html/ddc/html/design/active_design.shtml)

### **Proposals for Pro Walk/Pro Bike Due Feb. 26**

The National Center for Bicycling and Walking is accepting proposals for Pro Walk/Pro Bike 2010. This year's conference will take place September 13-17 in Chattanooga, TN with the theme “Bringing Livable Communities and Regions to Scale.” NCBW seeks proposals for panel discussions, workshops, and poster sessions. For more information and to submit a proposal, see the Pro Walk/Pro Bike web site. The deadline to submit proposals is February 26.

<http://www.bikewalk.org/2010conference/index.php>

### **Safe Routes to School Planning, Design, and Transportation Webinar**

Steering Committee members Institute of Transportation Engineers and Safe Routes to School National Partnership will have a webinar on multi-modal site planning, design, and transportation for grade schools next Wednesday, February 24. Based on case studies, the webinar will provide guidance for existing and redeveloping school sites and for selecting new school sites.

[http://www.ite.org/education/webinars\\_SRTS.asp](http://www.ite.org/education/webinars_SRTS.asp)

### **Benchmarking Report**

Bicycling and Walking in the United States: The 2010 Benchmarking Report, released by the Alliance for Biking & Walking, is nearly 200 pages on the state of bicycling and walking in America and in 50 states and the 51 largest cities.

<http://www.PeoplePoweredMovement.org/benchmarking>)

## QUOTES

*“Current road designs often create barriers and discourage people from walking and biking. We need to make it easier for people to be active and achieve or maintain a healthy weight. This Complete Streets policy is a creative solution that not only can make our transportation dollars stretch farther, but also encourage more people to lead an active lifestyle, thereby improving health and saving health care dollars.”*

- Dr. Marc Manley, Chief Prevention Officer at Blue Cross Blue Shield Minnesota, at a Minnesota Complete Streets Coalition press conference

<http://www.mncompletestreets.org/gfx/2010-02-08%20Complete%20Streets%20release%20-%20FINAL.doc>)

*“State investment choices can be a life or death issue for people who walk and bike. Creating safe streets for everyone will save lives and improve health and quality of life in communities.”*

- Jeff Miller, President of the Alliance for Biking & Walking, in a press release for the 2010 Benchmarking Report

[http://www.peoplepoweredmovement.org/site/index.php/site/media/investing\\_in\\_biking\\_and\\_walking\\_could\\_save\\_lives\\_says\\_report/](http://www.peoplepoweredmovement.org/site/index.php/site/media/investing_in_biking_and_walking_could_save_lives_says_report/))

*“When roads slim down, so do people.”*

- Dan Burden, Executive Director of the Walkable and Livable Communities Institute, in *Newsweek*

<http://www.newsweek.com/id/233006/page/2>)