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COMPLETE STREETS POLICY PROGRESS

New Policies in St. Louis, Missouri...

On Friday, June 11, the St. Louis City Council unanimously voted in favor of a Complete Streets ordinance. The bill, sponsored by Alderman Shane Cohn, quickly amassed many cosponsors and will be signed into law by Mayor Slay during a ceremony next week. The new law sets “guiding

principles and practices to be considered in public transportation projects, where practicable, economically feasible, and in accordance with applicable law, so as to encourage walking, bicycling and transit use while promoting safe operations for all users.” This significant step forward represents several years of groundwork done by local nonprofit Trailnet and city staff to promote complete streets. In adopting this policy, St. Louis joins the regional planning agency East-West Gateway Council and the suburban communities of Ferguson and DeSoto in committing to complete streets.

<http://stlcin.missouri.org/alderman/bbDetail.cfm?BBId=6085>

<http://www.completestreets.org/webdocs/media/cs-trailnet-stlouis-061610.pdf>

<http://www.trailnet.org/>

Edmond, Oklahoma...

The City of Edmond is the first community in Oklahoma to commit to complete streets! On May 24, the City Council unanimously approved a resolution to provide, in a “balanced, responsible, and equitable way,” accommodation for all users on the city’s roadways. Though delayed by City Council concerns in January, support for the resolution has built over the past few months as local advocates continued to promote the concept and talk through concerns.

<http://www.edmondsun.com/local/x712222448/Council-aims-for-friendlier-roadways>

Northwestern Indiana Regional Planning Commission...

The communities of the Northwest Indiana Regional Planning Commission (NIRPC) voted unanimously to adopt Complete Streets guidelines on May 20. The resolution adopting the policy highlights the many reasons to take a complete streets approach in the region, including “improved public health, economic development, a cleaner environment, reduced transportation costs, enhanced community connections, social equity, and more livable communities.” The planning and design guidelines will aid project sponsors in applying the complete streets policy on all projects using federal funds, except under specific circumstances. The guidelines will be used in project selection and review. Many local advocates, including Coalition member Active Transportation Alliance, have worked on this policy and built support throughout the region. NIRPC is the third, and largest, MPO in Indiana to adopt a complete streets policy.

<http://www.activetrans.org/blog/sbuchtel/nw-indiana-passes-regional-complete-streets-policy>

<http://www.activetrans.org/sites/default/files/Complete%20Streets%20Guidelines%20REV2.pdf>

Pascagoula, Mississippi...

The Pascoagoula City Council passed a Complete Streets resolution on May 18, becoming the third city in Mississippi to commit to a balanced, multimodal approach to their streets. The resolution calls for the inclusion of bicycle and pedestrian ways in new construction and reconstruction projects undertaken by the city with defined exceptions. The City hopes its new approach will lead to improved public health.

<http://blog.gulflive.com/mississippi-press->

[living/2010/05/pascagoula-aims-to-be-more-pedestrian-bike-friendly.html](http://blog.gulflive.com/mississippi-press-living/2010/05/pascagoula-aims-to-be-more-pedestrian-bike-friendly.html)

<http://www.cityofpascagoula.com/news/council-supports-public-health-through-pedestrian-biking-infrastructure-1498/>

And Midland, Michigan!

With unanimous approval from the Planning Commission on May 25, the City of Midland now has a Complete Streets policy. The policy, first developed by the Non-Motorized Transportation Advisory Committee and refined by the City Engineer and City Attorney, was a goal of the City's recently adopted Non-Motorized Transportation Plan. The new policy specifically calls for attention to safe, accessible intersection design and will apply to any new or reconstructed streets.

<http://www.midland->

[mi.org/government/commissions/planning/meetings/agenda/2010/Packets/05-25-10/Item6.pdf](http://www.midland-mi.org/government/commissions/planning/meetings/agenda/2010/Packets/05-25-10/Item6.pdf)

http://www.ourmidland.com/news/article_7284e1aa-6cd4-11df-930b-001cc4c03286.html

Updates from the Michigan Campaign

Michigan has seen tremendous complete streets related activity over the last month. The Complete Streets resolutions, part of the Healthy Kids Healthy Michigan initiative, passed the House last Wednesday. These resolutions were a precursor to the bills introduced last month, which have also been moving ahead. The Complete Streets bills (HB 6151 and HB 6152) had two well-attended hearings – the first on May 28 and the second on June 10 – featuring a host of supporters, from AARP and the American Society of Landscape Architects to Ypsilanti Mayor Paul Schreiber and Lansing engineer Andy Kilpatrick. Outside the Capitol, the outpouring of support for streets that safely accommodate people of all ages and abilities continues to grow. The Detroit Free Press ran a supportive article, while the Detroit Metro Times framed the city's unique position in promoting a bicycling renaissance in the region within the larger state and national move toward complete streets. The Michigan Municipal League ran an extensive piece from Dan Burden on walkability and complete streets; the Let's Save Michigan campaign filmed a Detroit business owner discussing the benefits of a complete streets approach outside his restaurant; and the Michigan Land Use Institute expressed its support for the bills, saying a Complete Streets law is a "win for everyone."

<http://michigancompletestreets.wordpress.com/2010/06/09/complete-streets-makes-progress-in-house/>

<http://www.legislature.mi.gov/%28S%28euhzzl3shabl0ov01nexp055%29%29/mileg.aspx?page=getObject&objectName=2010-HB-6151>

<http://www.legislature.mi.gov/%28S%28euhzzl3shabl0ov01nexp055%29%29/mileg.aspx?page=getObject&objectName=2010-HB-6152>

<http://michigancompletestreets.wordpress.com/2010/05/28/house-transportation-committee-takes-testimony-on-complete-streets/>

<http://michigancompletestreets.wordpress.com/2010/06/11/strong-support-for-complete-streets-at-second-committee-hearing/>

<http://www.freep.com/article/20100522/NEWS06/5220349/Move-over-cars>

<http://www.metrotimes.com/news/story.asp?id=15100>

<http://www.mml.org/resources/publications/mmr/issue/may-june2010/walkability.html>

<http://www.m-bike.org/blog/2010/06/12/making-michigan-avenue-a-complete-street>
<http://mlui.org/blogs/?p=1360>

Quick Takes: Policy Progress

- *Kalamazoo, MI*: Kalamazoo's draft master plan responds to the growing desire to live in the city's core neighborhoods and uses a complete streets approach for improving transportation options. (*Kalamazoo Gazette*
http://www.mlive.com/news/kalamazoo/index.ssf/2010/06/master_plan_for_kalamazoo_head.html)
- *Alexandria, VA*: A draft complete streets ordinance is now available for public comment before it will be considered by the Transportation Commission in July. (Froggie's Blog
<http://ajfroggie.blogspot.com/2010/06/complete-streets-incomplete-brac.html>)¹

Federal Policy Update

The U.S. Department of Transportation recently requested comments on their Draft Strategic Plan, which includes adoption of Complete Streets policies at the local and state levels as a safety performance measure. The Coalition's comments commend USDOT for their inclusion of Complete Streets and recommend ways to strengthen the role of Complete Streets in the final plan.

http://www.dot.gov/stratplan/dot_strategic_plan_10-15.pdf
<https://dotstrategicplan.ideascale.com/a/dtd/42937-8329>

On May 28, we joined our partners in thanking Transportation Secretary LaHood for DOT's non-motorized policy statement. Read about the event and see some of the great pictures on our blog. In conjunction with the event, we asked our supporters and partnering organizations to contact their representatives in support of the Complete Streets Act, generating hundreds of emails to Congress. Thanks to all our partner organizations who helped broadcast our action alert and deliver this great response! Just today, Rep. Melvin Watt [NC-12] became the latest Representative to cosponsor the bill. If your Members of Congress haven't become co-sponsors yet, contact them today and ask them to support Complete Streets! You can also send a thank you letter if they've already signed on.

http://www.fhwa.dot.gov/environment/bikeped/policy_accom.htm
<http://www.completestreets.org/news/kudos-to-lahood-and-support-for-a-new-direction/>
http://action.smartgrowthamerica.org/t/6237/p/dia/action/public/?action_KEY=81

COALITION NEWS

Minnesota Coalition Tells Their Story

Last month, Minnesota Governor Tim Pawlenty signed complete streets into state law. While this represents the formal beginning of complete streets implementation throughout the state, years of advocacy and education – including extensive involvement by National Coalition staff and workshop instructors – provided strong groundwork for a complete streets success. The

¹ In the original text of this newsletter, we incorrectly attributed this draft policy to Arlington, VA.

Minnesota Complete Streets Coalition shares the story and lessons learned in a recent post on the Complete Streets Blog. Coalition member, and key complete streets supporter, Blue Cross and Blue Shield of Minnesota recently held a webinar to explain what the law means for communities and to explore opportunities for local action. We look forward to continuing our work with Blue Cross and Blue Shield on successful implementation.

<http://www.completestreets.org/policy/complete-streets-bill-passes-in-minnesota/>
http://www.preventionminnesota.com/active_living_article.cfm?oid=6864

Communities Putting Prevention to Work by Completing the Streets

While the U.S. Department of Transportation has gotten lots of attention for its efforts to promote livable communities, the Department of Health and Human Services is also determined to invest in livability – for health. They are directing \$650 million to 44 communities through the Communities Putting Prevention to Work to institute policy and environmental changes that will help make the healthy choice the easy choice. We were invited to serve as faculty at a recent series of three Action Institutes held for the communities receiving the CPPW funds. Read more about the long-term change these communities hope to create on our blog.

<http://www.hhs.gov/ophs/funding/cppwfactsheet.html>
<http://www.completestreets.org/news/communities-putting-prevention-to-work-by-completing-their-streets/>

America Walks to Launch Equal Footing Campaign

America Walks will launch its new campaign to rally and coordinate diverse organizations to speak with one voice to improve walkability in America at the Equal Footing Summit in September. This year, the campaign will develop a National Walking Strategy and action plan that will provide the foundation to put walking on truly equal footing. The Summit will be held on September 16, 2010 in Chattanooga, Tennessee, directly after the conclusion of the Pro Walk / Pro Bike conference. Sign up to attend the Equal Footing Summit when registering for the Pro Walk / Pro Bike conference or at the America Walks website.

<http://www.americawalks.org/>
<http://www.americawalks.org/equal-footing/>
<https://center.uoregon.edu/conferences/NCBW/2010/registration/>
<http://www.americawalks.org/equal-footing/register/>

COMPLETE STREETS NEWS

Showing Results from Complete Streets

Several new reports are showing how implementation of a community's complete streets policy is creating change. Residents of Boulder, CO continue to drive less and opt instead for bikes, buses, and feet, according to the City's newest "Mode Shifts" report. Boulder has issued eight editions of these reports, measuring how well the City is moving toward its goal of reducing single-occupancy vehicle trips to 1994 levels. The latest report reveals more people are biking and taking transit, while fewer are driving. The number of people driving alone to work has dropped nearly 20%, while those biking has gone up by almost 13%. Overall, nearly 40% of all trips are either taken by foot, on bike, on via public transportation.

Seattle's report focuses on a recent road diet on Stone Way North, where the number of travel lanes was reduced to introduce a northbound bike lane and a center turn lane. After the changes, actual traffic speed is nearer to the posted speed limit and the number of vehicles exceeding the speed limit by 10 mph or more dropped 75%. Stone Way continues to carry the same number of motor vehicles at peak travel times, and bicycle traffic increased by 35% - representing almost 15% of peak traffic volume. Total collisions declined as well, with pedestrian collisions reduced by 80%.

Good data is necessary to understand how people are getting around. Just last week, the Los Angeles City Council heard a proposal to require bicycle and pedestrian counts in transportation studies. Keep an eye on our website in the coming weeks for more examples of policies that are showing results.

http://www.denverpost.com/news/ci_15148290

<http://completestreets.org/webdocs/resources/boulder-modeshift09.pdf>

<http://www.publicola.net/2010/05/24/study-shows-stone-way-road-diet-improved-traffic-safety/>

<http://completestreets.org/webdocs/resources/seattle-stoneway-beforeafter.pdf>

<http://la.streetsblog.org/2010/06/11/no-objections-to-rosendahlgarcetti-mode-count-motion/>

<http://www.completestreets.org/>

Making the Case for Safety in New York

AARP and the Tri-State Transportation Campaign continue to build support for complete streets policies across the state, releasing a new report on the most dangerous intersections for pedestrians in five most populous upstate counties. The report found that older people comprise 1 in 4 bicyclist and pedestrian deaths, though they make up only 19% of the population. The findings inspired the Buffalo News to editorialize in favor of a complete streets approach across the region; Buffalo adopted a policy in 2008. The report also made the news in Rochester and Binghamton.

http://assets.aarp.org/www.aarp.org/_cs/elec/making_ny_a_complete_streets_state_report.pdf

<http://www.buffalonews.com/2010/06/03/1069579/make-crossings-safer.html>

<http://www.13wham.com/news/local/story/Deadly-Intersections-For-Pedestrians/NDVaVstkgUWpWW6ppl0gwA.csp>

<http://www.pressconnects.com/article/20100527/NEWS01/5270410/AARP-Chapin-and-Main-the-most-dangerous-intersection-in-Broome-County>

Changing the Game in San Antonio

Thanks to new federal funds and a study out of the San Antonio-Bexar County Metropolitan Planning Organization, the City of San Antonio is at a complete streets tipping point. The San Antonio-Bexar County Metropolitan Planning Organization, which adopted a Complete Streets resolution last March, has developed a 'road diet' plan that could create a 350-mile network of bike lanes just by restriping pavement – without impeding automobile traffic or adding expensive new roadway width. This study will be complemented by the federally-funded efforts to change the transportation status quo, including development of a city-level Complete Streets

policy.

http://www.mysanantonio.com/livinggreensa/Bike_lanes_now_in_fast_lane_for_SA_94880809.html?showFullArticle=y

More on the Balancing Act: What to Do about LOS?

Putting a priority on completing the streets for all users almost invariably means turning away from or downplaying the single traditional measure of the success of a roadway: automobile Level of Service, determined through sometimes questionable traffic projections. Wayne Senville of Planning Commissioner's Journal writes two thoughtful blog posts of the problems with Level of Service and travel projections, drawing on a recent Project for Public Spaces workshop by Gary Toth. The same theme was sounded in a recent APA Planners Training Service workshop on Complete Streets, in which renowned engineer Walter Kulash derided the 'grades' assigned to different levels of congestion. The *Complete Streets: Best Policy and Implementation Practices* report also discusses changing a community's view on congestion, and the potential for alternative LOS measures.

http://pcj.typepad.com/planning_commissioners_jo/2010/06/los.html

http://pcj.typepad.com/planning_commissioners_jo/2010/06/deadly-duo.html

<http://www.planning.org/PTS>

<http://www.planning.org/apastore/search/Default.aspx?p=4060>

Quick Takes: Complete Streets Talk Across the Country

- *Little Rock, AR*: Metroplan, the central Arkansas regional planning organization, is seeking input from residents of all ages on its Grassroots Green Agenda. So far, having more complete streets is the top vote-getter. (*Arkansas Leader* <http://arkansasleader.blogspot.com/2010/05/top-story-metroplan-turning-green.html>)
- *Hartford, CT*: The *Hartford Courant* ran a letter from advocacy group Bike Walk Connecticut about improving safety on the roadways through the state's Complete Streets law. <http://www.courant.com/news/opinion/letters/hc-hayes-letter-bikes-20100607,0,7823068.story>
- *Chicago, IL*: Long-time advocate Rob Sadoswky talks to the *Chicago Sun-Times* about the city's progress in implementing a complete streets approach and how the city can further support walking, bicycling, and taking public transportation. <http://www.suntimes.com/news/transportation/2361262,CST-NWS-ride07.article>
- *Lansing, MI*: Walk and Bike Lansing, AARP, and the City of Lansing launched a three-month Walkability Audit to document the conditions of sidewalks in the entire city. The data will be compiled into the Lansing Non-Motorized Transportation Plan, required by last year's complete streets ordinance. (City Pulse <http://npaper-wehaa.com/citypulse/2010/05/26/#?article=882409>)
- *Apple Valley, MN*: Resident Rajean Paul Moone wrote to his local paper about the need for complete streets and how the new state statute will provide more flexibility for local communities. (ThisWeek <http://www.thisweeklive.com/2010/06/04/complete-streets-%E2%80%A6-it%E2%80%99s-a-good-thing/>)

- *Sparks, NV*: The City of Sparks sought public input on the draft Master Plan’s third policy framework: Complete Streets. <http://www.soldonfernley.com/sparks-nevada-seeks-input-on-the-future-of-a-connected-city/>
- *New Jersey*: WalkBikeJersey posts disappointing news about plans for a new bridge connecting the mainland to the Jersey Shore. Though bicyclists and pedestrians were considered, the preliminary plans for accommodation are minimal. <http://walkbikejersey.blogspot.com/2010/06/op-ed-proposed-bikeped-improvements-for.html>
- *Bloomfield, NJ*: The Bloomfield Neighborhood Association Committee is calling for the adoption of a complete streets policy in the City. (NorthJersey.com http://www.northjersey.com/recreation/events/94992069_Word_on_the_street.html)
- *Kingston, NY*: The Tri-State Transportation Campaign highlights the efforts of Kingston’s Healthy Kids, Health Community program to build a strong coalition for complete streets and other policy changes in curbing childhood obesity. (Mobilizing the Region <http://blog.tstc.org/2010/05/26/it-takes-a-small-city-tackling-childhood-obesity-with-complete-streets/>)
- *Pennsylvania*: Complete Streets advocates spoke to the House Transportation Committee on the vital role of walking, biking, and taking transit in the lives of many Pennsylvanians. (PA Walks & Bikes <http://www.pawalksandbikes.org/2010/06/pa-house-hears-the-need-for-complete-streets/>)
- *Dallas, TX*: A street that, for two days, was made “complete” by Dallas-area nonprofit Go Oak Cliff was such a success that a City Council member has secured funds to make many of the changes permanent. (CoolTown Beta Communities <http://www.cooltownbeta.com/2010/06/crowdsourced-street-to-become-permanent/>)
- *Toronto, ON*: An article in Spacing Toronto explores how to build public support for complete streets. <http://spacingtoronto.ca/2010/06/10/complete-streets-how-to-build-them/>

Incomplete Streets Death – Tyrique Snowden Hill

Tyrique Snowden Hill, 7, was removed from life support 10 days after being struck by a car while crossing the street in front of his home in Pittsburgh’s Knoxville neighborhood. Neighbors on Bausman Street have complained about speeding traffic on their residential street, which has a posted speed limit of 25 mph. Residents are sometimes forced to walk in the street because of cars parked on the sidewalk, reports WPXI.

<http://www.thepittsburghchannel.com/allegHENY/23738205/detail.html>

<http://www.wpxi.com/news/23651152/detail.html>

RESOURCES

AARP Helps People ‘Get Around’ with New Guide

AARP put together “The Getting Around Guide: An AARP Guide to Walking, Bicycling and Public Transportation” to help people take advantage of fun and healthy options for getting around without a car. This compact brochure encourages walking, biking, and taking public transportation or other transportation options. It includes benefits of options; how to find them and use them; and what one can do to advocate for change, whether in a small town, suburb,

or big city. To order copies, call 1-888-OUR-AARP (1-888-687-2277) and ask for “The Getting Around Guide,” Stock # D19294.

<http://www.completestreets.org/webdocs/resources/aarp-gettingaroundguide.pdf>

Safe Routes Issues New Reports

The Safe Routes to School National Partnership released two new resource guides this month. The first focuses on helping low-income schools and communities access Safe Routes to School funds and implement successful programs. The second is aimed at education policymakers and professionals at all levels, providing a detailed examination of the most up-to-date and relevant research linking physical activity and academic achievement, and presents Safe Routes to School as a means of increasing students' physical activity levels.

<http://www.saferoutespartnership.org/media/file/LowIncomeGuide.pdf>

<http://www.saferoutespartnership.org/media/file/EducatorsGuide.pdf>

Report Explores 15 Years of Bicycling and Walking

A 15-year status report detailing the trends and changes in bicycling and walking was released today by the Pedestrian and Bicycle Information Center and the Federal Highway Administration. The number of walking and bicycling trips has increased, accounting for 11.9% of all trips. In regards to safety, the nation has witnessed a decrease in pedestrian and bicyclist fatalities and injuries. As Transportation Secretary Ray LaHood points out in his blog, Americans want and need safe transportation choices and there's still much more we can do to make walking and bicycling safer and more common.

http://www.walkinginfo.org/15_year_report/

<http://fastlane.dot.gov/2010/06/new-report-shows-biking-and-walking-gains.html#more>

Hidden Health Costs of Transportation

The American Public Health Association's new publication addresses how our nation's transportation system contributes to soaring health costs and impedes progress toward improving public health. The report points out that transportation policies can also have a transformative effect. The “Backgrounder” expands on the points made in the report and includes policy recommendations, such as complete streets.

<http://www.apha.org/NR/rdonlyres/F84640FD-13CF-47EA-8267-E767A1099239/0/HiddenHealthCostsofTransportationShortFinal.pdf>

<http://www.apha.org/NR/rdonlyres/B96B32A2-FA00-4D79-99AB-F0446C63B254/0/TheHiddenHealthCostsofTransportationBackgrounder.pdf>

“What were they thinking?”

Cheryl Cort, of the nonprofit Coalition for Smarter Growth, has posted a series of photos taken in the suburbs around Washington, DC that show just how incomplete our streets are and the inaccessibility of many public transportation stations and stops.

<http://www.facebook.com/#!/album.php?aid=174993&id=544731632&ref=mf>

<http://www.smartergrowth.net/anx/index.cfm>

Children More Likely to Be Active in Communities with Safe, Complete Streets

The results of a three-year study of more than 12,000 children in grades 8 through 10 found that children are more likely to be active and less likely to be obese if they live in neighborhoods where they can walk and bike safely and have access to parks and sports fields. <http://www.jahonline.org/article/S1054-139X%2810%2900173-4/abstract>

Active Living Research Conference Seeks Abstracts

Active Living Research, a national program of the Robert Wood Johnson Foundation, has announced a call for presentation and paper abstracts for its 2011 Annual Conference in San Diego, CA. Abstracts describing research results on all topics related to active living policies and environments are welcome, and abstracts related to the conference theme ("Partnerships for Progress in Active Living: From Research to Action") are particularly encouraged. The abstract submission deadline is August 6, 2010.

<http://www.activelivingresearch.org/conference/2011/cfa2011>

Report: Nationwide Transportation Enhancements Spending

The National Transportation Enhancements Clearinghouse has published its 2010 report "Transportation Enhancements: Summary of Nationwide Spending as of Fiscal Year 2009." The report provides insight into the Transportation Enhancements funding program with an array of statistics and will help agency staff, policy makers, professionals, and citizens better understand and maximize benefits of the program.

http://enhancements.org/download/Spending_Report/TE_Spending_Report_FY09.pdf

QUOTES

"This is a forward-looking policy that recognizes that we have to make our communities more livable for current and future residents. Our roads will also be safer when we anticipate the needs of all potential users." – Crown Point, IN Mayor David Uran

http://www.chestertontribune.com/Northwest%20Indiana/nirpc_supports_complete_streets.htm

"I want to ensure that we design our streets to be safe, enhance quality of life, and allow people to travel freely regardless of whether they walk, bike, take transit, or drive." – St. Louis, MO Alderman Shane Cohn

<http://www.completestreets.org/webdocs/media/cs-trailnet-stlouis-061610.pdf>

"Some signs or something need to be put up around here, or some stop signs, street lights or something – anything, anything – just to prevent this from happening to other children." – Mariah Coleman, on her cousin Tyrique's street

<http://www.thepittsburghchannel.com/allegheeny/23738205/detail.html>

"As policymakers, we think about ... ways to revive our state and our economy. One element I believe is necessary to revitalizing Michigan is rethinking how transportation policy needs to meet the needs of everyone, including walkers, bikers, those who ride buses, those who drive wheelchairs in order to get around. In essence, that's what complete streets policy is." – Michigan Rep. Jon Switalski

Complete the Streets News – June 2010

<http://www.metrotimes.com/news/story.asp?id=15100>