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### **COMPLETE STREETS POLICY PROGRESS**

Colorado Is Lucky 13

On June 10, Colorado Governor Bill Ritter signed Complete Streets into the state's statutes, making it the 13<sup>th</sup> state to pass Complete Streets legislation. The legislation codifies a policy adopted by the CO Department of Transportation in October 2009, which provides for routine accommodation of pedestrians and bicyclists in planning, design, and operation of transportation facilities. Since that time, the Department has also issued a procedural directive to guide implementation of the policy. All of this comes from several years of work, including advocacy from Bicycle Colorado and numerous stakeholder meetings.

<http://www.completestreets.org/webdocs/policy/cs-co-dotpolicy.pdf>

<http://www.completestreets.org/webdocs/policy/cs-co-legislation.pdf>

<http://bicyclecolo.org/>

### **New York Legislation Revived**

In New York, things got complicated when the Senate overwhelmingly passed strong Complete Streets legislation in June only to see the Assembly severely limit the scope in their version of the bill. Fortunately, a strong coalition of advocates across the state stepped up, and the Assembly's Transportation Committee passed language matching the Senate's bill. The bill must still pass the Assembly Ways and Means Committee before it heads to a full floor vote. With time running out in this legislative session, New Yorkers need to let their Assembly members know this is a priority. Write to them today with this quick form.

<http://blog.tstc.org/2010/06/18/flying-at-light-speed-on-planet-albany/>

<http://blog.tstc.org/2010/06/25/new-yorkers-deserve-better-than-assemblys-flawed-complete-streets-bill/>

<http://blog.tstc.org/2010/07/02/complete-streets-on-the-move-again-in-new-york/>

[http://org2.democracyinaction.org/o/5443/p/dia/action/public/?action\\_KEY=3468](http://org2.democracyinaction.org/o/5443/p/dia/action/public/?action_KEY=3468)

### **Michigan Bills Pass House, Meet First Senate Committee Today**

After several months of deliberation, the Michigan House of Representatives passed two Complete Streets bills: H.B. 6151, which requires the Michigan DOT to develop a complete streets policy, with a vote of 85–21, and H.B. 6152, which better incorporates complete streets into local master plans, passed with a vote of 84–22. Shortly before the House passed the bills, we caught up with the Michigan Complete Streets Coalition, who updated us on their work to build an amazing swell of support for Complete Streets across the state. The latest example of the popularity of Complete Streets is a strong editorial endorsement from the *Grand Rapids Press*, calling on the Senate to pass the legislation. The Senate Transportation Committee is taking testimony on the bills today, July 21.

<http://michigancompletestreets.wordpress.com/2010/06/29/on-to-the-senate/>

<http://www.legislature.mi.gov/%28S%284ngpnclhq4ohd55n1m3lkqx%29%29/mileg.aspx?page=getObject&objectName=2010-HB-6151>

<http://www.legislature.mi.gov/%28S%28lumwl2fki3sccyascib2wozg%29%29/mileg.aspx?page=getObject&objectName=2010-HB-6152>

<http://www.completestreets.org/policy/state/complete-streets-on-a-roll-in-michigan/>

[http://www.mlive.com/opinion/grand-](http://www.mlive.com/opinion/grand-rapids/index.ssf/2010/07/editorial_street_smarts_for_mi.html)

[rapids/index.ssf/2010/07/editorial\\_street\\_smarts\\_for\\_mi.html](http://www.mlive.com/opinion/grand-rapids/index.ssf/2010/07/editorial_street_smarts_for_mi.html)

<http://michigancompletestreets.wordpress.com/2010/07/19/action-alert-contact-senate-transportation-committee-in-support-of-hb-6151-6152/>

### **Birmingham Regional Plan Makes Complete Streets Policy**

In its newest Regional Transportation Plan, adopted on June 9, the Regional Planning Commission of Greater Birmingham, Alabama sets Complete Streets as one of its policies to achieve a sustainable, connected transportation system that is integrated with local land use and reflects community values. The 2035 Regional Transportation Plan calls for all project sponsors to “give due consideration to the accommodation of bicycles, pedestrians, citizens with disabilities, and transit supportive infrastructure in project planning and design” and states that inclusion of multimodal transportation facilities should be the norm. It identifies 5 exceptions to this policy and states that design guidance will be developed as one step in policy’s implementation.

<http://www.bhammpo.org/docs/RTP2035/Chapter%203%20-%20Goals%20and%20Objectives.pdf>

### **Golden, Colorado Passes Resolution**

The same day that Complete Streets became law on state projects in Colorado, the City of Golden (pop. 18,000) stepped up with its own Complete Streets resolution. Their new policy, which was recommended by the City’s Bicycle Task Force, “directs City staff to accommodate all modes of travel, including pedestrians, cyclists and transit riders, to the highest degree possible when redesigning the public right-of-way.” The City Council also directed staff to improve identified “Priority Complete Streets Corridors” as resources become available, a strategy similar to that taken in Boulder, Colorado.

<http://www.completestreets.org/webdocs/policy/cs-co-golden-resolution.pdf>

### **Festus, Missouri Adopts Resolution**

Festus joined seven other Missouri communities in their commitment to Complete Streets by adopting Resolution No. 3924 ½ on June 23. Councilman Richards, who championed the resolution, spoke about the many benefits of Complete Streets for this town of 11,000 south of St. Louis, including the prevention of childhood obesity and encouraging more people of all ages to be active and healthy. Local group Get Fit Festus advocated for complete streets and several residents spoke favorably at the Council meeting.

[http://www.facebook.com/pages/Complete-Streets-Festus-Crystal-City/109133545797633#!/pages/Complete-Streets-Festus-Crystal-City/109133545797633?v=wall&story\\_fbid=107648352617809&ref=mf](http://www.facebook.com/pages/Complete-Streets-Festus-Crystal-City/109133545797633#!/pages/Complete-Streets-Festus-Crystal-City/109133545797633?v=wall&story_fbid=107648352617809&ref=mf)

<http://www.cityoffestus.org/LinkClick.aspx?fileticket=a6lh0H2-bQE%3d&tabid=728>

### **Babylon, New York Commits to a Sustainable Complete Streets Policy**

In a July 14 meeting, the Town of Babylon adopted a comprehensive Complete Streets policy that will fundamentally alter the way transportation projects are planned and designed. The strong policy – the first of any kind to be adopted on Long Island – walks through each point of an ideal Complete Streets policy, establishing a clear directive that all transportation improvements are opportunities to improve safety, access and mobility for all travelers. To

ensure effective implementation, the Town will hold a Complete Streets Workshop and develop a Sustainable Complete Streets Master Plan that, among other things, identifies goals and priority projects; sets design guidelines; and develop a performance measurement rubric.

<http://www.completestreets.org/webdocs/policy/cs-ny-babylon-policy.pdf>

<http://www.completestreets.org/changing-policy/policy-elements/>

<http://www.completestreets.org/changing-policy/workshops/>

### **Sedro-Woolley, Washington Inspired, Passes Legislation**

After a “Laying the Foundation for Complete Streets” Workshop, leaders from Sedro-Woolley – a town of 10,000 north of Seattle – presented the concept to City Council, who quickly embraced the idea. The City Attorney prepared the legislation, which was approved by Council at the June 9 meeting. The ordinance requires bicycle and pedestrian ways be accommodated in the “planning, development and construction of transportation facilities”, including the incorporation of such ways into transportation plans and programs” with specific exceptions. Sedro-Woolley joins 8 other Puget Sound area communities in committing to Complete Streets.

<http://www.completestreets.org/webdocs/policy/cs-wa-sedrowoolley-ordinance.pdf>

### **Quick Takes: Policy Progress**

- *New Haven, CT*: On Thursday, the City Board of Alders will get their first look at a new Complete Streets manual, the creation of which was mandated by the Board last autumn. (*New Haven Independent* [http://newhavenindependent.org/index.php/archives/entry/cycling\\_celebration\\_a\\_pre\\_u/id\\_27791](http://newhavenindependent.org/index.php/archives/entry/cycling_celebration_a_pre_u/id_27791))
- *Massachusetts*: The Massachusetts Department of Transportation launched its “GreenDOT” initiative last month to reduce greenhouse gases, promote walking, bicycling, and taking public transportation, and encourage smart growth development. Already a leader in Complete Streets policy, this new initiative shows even more commitment from the Bay State. [http://www.eot.state.ma.us/default.asp?pgid=content/releases/pr060210\\_GreenDOT&sid=release](http://www.eot.state.ma.us/default.asp?pgid=content/releases/pr060210_GreenDOT&sid=release)
- *Lee’s Summit, MO*: The Lee’s Summit Journal reports that a subcommittee in charge of implementing the town’s long-range plan is making progress on developing a full Complete Streets policy. The subcommittee hopes to have it ready for Council’s consideration in the coming months. <http://www.lsjournal.com/2010/06/24/51856/livable-streets-aims-to-make-roadways.html>
- *St. Louis, MO*: Mayor Francis Slay made the new Complete Streets law official at an event in late June. The *St. Louis Beacon* ran an excellent piece on complete streets in the region. <http://www.completestreets.org/policy/local/its-official-in-the-gateway-city/>, <http://www.stlbeacon.org/content/view/103710/482>
- *Alexandria, VA*: The City’s Transportation Commission approved a draft resolution and ordinance, both of which will go to the City Council this fall. (Froggie’s Blog <http://ajfroggie.blogspot.com/2010/07/complete-streets-for-alexandria-next.html>)

- *Wisconsin*: The Wisconsin DOT will hold a workshop on August 18 to discuss what last year's Complete Streets law means for streets and highways built in the state. Holding such trainings are one of four key steps to successful Complete Streets policy implementation.

[http://www.bfw.org/uploads/media/DESIGNING FOR PEDESTRIAN SAFETY Flyer2.pdf](http://www.bfw.org/uploads/media/DESIGNING_FOR_PEDESTRIAN_SAFETY_Flyer2.pdf)

### **Federal Policy Update**

We have two new cosponsors of the Complete Streets Act in the House: Representatives Tim Bishop [NY-1] and Barney Frank [MA-4]. If your members of Congress haven't cosponsored yet, make sure you tell them to support Complete Streets. If they're already on the bill, be sure to thank them for their leadership.

[http://action.smartgrowthamerica.org/t/6237/p/dia/action/public/?action\\_KEY=81](http://action.smartgrowthamerica.org/t/6237/p/dia/action/public/?action_KEY=81)

Last month, representatives from the National Complete Streets Coalition, America Bikes, Safe Routes to School National Partnership, American Public Transportation Association, and the Institute for Transportation Engineers met with Victor Mendez, Administrator of the Federal Highway Administration, to discuss Complete Streets and the US DOT's recent policy on bicycle and pedestrian accommodation. Administrator Mendez was very receptive, and eager to learn more about how to best implement complete streets policies in a variety of communities and contexts.

Last week, US DOT announced the recipients of the Federal Transit Administration's Urban Circulator and Bus Livability program grants. Many of the winning projects will complete streets by making communities more accessible for transit vehicles and riders, and making streets safer and more navigable for all users. You can read more about the winning projects on our blog.

<http://www.completestreets.org/news/new-federal-transit-grants-complete-the-streets-for-everyone>

The US DOT also held one of its "listening sessions" on the next federal transportation authorization bill, this time in Washington, DC. The Coalition and our partners were in attendance, and many folks mentioned Complete Streets. However, few specifics were revealed about the next bill.

<http://mediasite.yorkcast.com/webcast/Viewer/?peid=6964fef06814b04aebf05aa4e0c4a2f>

### **COALITION NEWS**

#### **Steering Committee Sets New Goals**

The June 14 gathering of the National Complete Streets Coalition Steering Committee focused on setting our course for the next several years. Having far surpassed our initial goals of policy adoption in 5 states and 25 localities, everyone on the Steering Committee agreed that we must now focus on the successful *implementation* of policies, including the transformation of agency practices, guidance, and performance measures, as well as ensuring that changes are taking place on the ground. We will spend the next few months mapping an action plan based and reconvene in January to evaluate progress. Check out our 2010 Progress Report to learn more about where we're going.

<http://www.completestreets.org/webdocs/cs-2010-report.pdf>

### **Keeping Kids Moving on Complete Streets**

A lively conversation is underway on how transportation policy affects low income and minority children – and what can be done about it. A coalition of “unusual suspects” met in Washington DC, last week, convened by Coalition partners Policy Link and Transportation for America, along with the Robert Wood Johnson Foundation’s Center to Prevent Childhood Obesity and the Convergence Project to discuss how to keep kids moving. Transportation planner Adetonkunbo Omishakin from Nashville talked about his city’s shift in priorities to pour miles of sidewalks, while Hernando, Mississippi Mayor Chip Johnson, who recently signed a complete streets policy, discussed his city’s Safe Routes to School program. Read Barbara McCann’s blog post about what Complete Streets has to offer the movement – and to find a link for joining the conversation.

<http://www.completestreets.org/resources/complete-streets-for-low-income-children-a-focus-on-both-sides-of-safety/>

### **Trust for America’s Health Releases ‘F as in Fat’ for 2010**

In the F is for Fat: How Obesity Policies Are Failing in America 2010, the Trust for America's Health and the Robert Wood Johnson Foundation report that adult obesity rates increased in 28 states in the past year and more than two-thirds of states have adult obesity rates above 25%. Of programs and policies proven to help us get healthier, the report authors include the adoption of Complete Streets policies at the community, state, and federal level. They call upon Congress to prioritize Complete Streets in the federal transportation authorization and note which states have already adopted their own Complete Streets legislation.

<http://healthyamericans.org/reports/obesity2010/>

### **Partner Spotlight: Toole Design Group**

Toole Design Group is one of the nation’s leading planning and design firms specializing in multi-modal transportation and is helping implement Complete Streets nationwide. A Complete Streets Silver Partner, Toole’s recent projects include a pedestrian and bicycle neighborhood connectivity study in Charlotte, NC; work on AASHTO’s Guide for the Development of Bicycle Facilities (2009 Edition); a bold, multi-modal Master Transportation Plan for Arlington County, VA; and a multi-modal safety improvement plan for an intersection in Washington, DC. With offices in Boston, Washington DC, and Seattle, Toole develops creative yet practical solutions that move people more efficiently, while improving the quality of life of the community.

Get involved with the National Complete Streets Coalition as a Partner organization or firm!

<http://www.tooledesign.com/>

<http://www.tooledesign.com/services.html>

[http://www.tooledesign.com/pr\\_charlotte.html](http://www.tooledesign.com/pr_charlotte.html)

[http://www.tooledesign.com/pr\\_arlington.html](http://www.tooledesign.com/pr_arlington.html)

[http://www.tooledesign.com/pr\\_adams.html](http://www.tooledesign.com/pr_adams.html)

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

### **Farewell to Stephanie Potts, Eryn Rosenblum**

The Coalition bids farewell to two staff this month. Stephanie Potts has worked for the Coalition since its formal launch in 2006, first working on just about everything related to Complete Streets and later settling in as our federal policy expert, even as her responsibilities grew at Smart Growth America. While she only worked for us part-time, her focus and dedication made it seem like so much more. She has provided innumerable contributions to our cause and made our movement the success it is today. We also say adieu to Eryn Rosenblum, who has served as our Federal Policy Fellow for six months. We wish both of them the very best in their future endeavors.

### **COMPLETE STREETS NEWS**

#### **Disabled Travelers Struggle with Incomplete Streets – and Get Some Relief in Detroit**

A man in Montgomery County, Maryland began to see just how incomplete his neighborhood streets were when he started to lose his vision. A feature in the Washington Post describes how William Smith is now helping others to see – by establishing a blog to document the barriers he faces as he walks his neighborhood. A post on his website the week the story appeared described the need for complete streets. While both Montgomery County and the State of Maryland have written complete streets policies, implementation is still clearly an issue. Meanwhile, people with disabilities in the DC region are benefiting from training in how to use scheduled public transportation services. The Washington Post article notes the physical barriers that can make such access more difficult. And in the Midwest, Detroit, Michigan is amid a project to install – or reinstall – more than 12,000 curb ramps by the end of the year in order to come into compliance with the American with Disabilities Act.

Detroit's installing thousands of curb ramps in response to court order.

[http://www.washingtonpost.com/wp-](http://www.washingtonpost.com/wp-dyn/content/article/2010/07/12/AR2010071202124.html?referrer=emailarticlepg)

[dyn/content/article/2010/07/12/AR2010071202124.html?referrer=emailarticlepg](http://www.washingtonpost.com/wp-dyn/content/article/2010/07/12/AR2010071202124.html?referrer=emailarticlepg)

<http://montgomerysideways.blogspot.com/>

<http://greatergreaterwashington.org/post.cgi?id=6472>

<http://www.freep.com/article/20100719/NEWS01/7190328/1318/Curb-ramps-getting-redone-in-Detroit-to-comply-with-federal-law>

#### **Emerging Campaigns**

A number of new complete streets advocacy campaigns are emerging across the country! In

**Rhode Island**, the state chapter of the Sierra Club has launched a campaign to “fix [their] broken streets” and is hoping to drum up grassroots support for accessible, multimodal roads.

Similarly, the Cascade Land Conservancy has invited everyone in the **Edmonds, Washington** community to an organizing and planning session for their nascent complete streets campaign.

Another burgeoning complete streets campaign has begun in **Shreveport, Louisiana**, where advocates are building on the momentum from the passage of a statewide complete streets resolution last year.

Sadly, tragedy has reignited **Huntsville, Alabama's** campaign. After cyclist Sharon Bayler was struck and killed by a motorist, Huntsville residents have been clamoring for safer, more complete roads. The Complete Streets movement is gaining ground across the nation! Check our Current Campaigns page to see if there's activity in your neck of the woods. If your campaign isn't listed yet, please let us know!

<http://growsmartri.wordpress.com/2010/06/16/fixing-our-broken-streets-june-23/>  
<http://www.cascadeland.org/events/streets>  
<http://www.facebook.com/#!/pages/Shreveport-Complete-Streets/135095529837137?ref=ts>  
[http://blog.al.com/breaking/2010/06/cyclists\\_death\\_spurs\\_renewed\\_p.html](http://blog.al.com/breaking/2010/06/cyclists_death_spurs_renewed_p.html)  
<http://www.completestreets.org/who-we-are/contact-us/>

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

- *Laguna Beach, CA*: Resident Les Miklosy recently penned a series of letters to the editor documenting the need for complete streets in the coastal town.  
[http://www.lagunabeachindependent.com/news/2010-06-04/Letters/Designing\\_Complete\\_Streets\\_for\\_Laguna\\_Beach.html](http://www.lagunabeachindependent.com/news/2010-06-04/Letters/Designing_Complete_Streets_for_Laguna_Beach.html),  
[http://www.lagunabeachindependent.com/news/2010-06-18/Letters/More\\_on\\_Complete\\_Streets\\_for\\_Laguna.html](http://www.lagunabeachindependent.com/news/2010-06-18/Letters/More_on_Complete_Streets_for_Laguna.html)
- *Norwalk, CT*: During a speech in southern Connecticut, Oregon congressman Earl Blumenauer explained that complete streets and increased public transportation options would help to create jobs and improve public health in the region.  
<http://bridgeportbanner.typepad.com/bridgeport/2010/06/himes-oregon-congressman-discuss-transportation-solutions.html>
- *Decatur, GA*: City Commissioners recently discussed a new project stemming from their complete streets policy that would use a two-way bike track and improve access to local schools and public transportation.  
[http://airbornecombatengineer.typepad.com/in\\_decatur/2010/07/unofficial-summary-of-762010-decatur-commissioners-meeting.html](http://airbornecombatengineer.typepad.com/in_decatur/2010/07/unofficial-summary-of-762010-decatur-commissioners-meeting.html)
- *Dubuque, IA*: In a Blueprint America piece last month, NewsHour featured Dubuque's efforts to be even more livable – including revitalizing a downtown area and employing a complete streets approach.  
[http://www.pbs.org/newshour/bb/government\\_programs/jan-june10/blueprint\\_06-17.html](http://www.pbs.org/newshour/bb/government_programs/jan-june10/blueprint_06-17.html)
- *Highland Park, IL*: After first suggesting that the City Council adopt a complete streets policy nearly a year ago, the town's Transportation Commission has once again voted to support the adoption of such a policy. The Transportation Commission expressed concern that the City Council has yet to make adopting a complete streets policy a priority. <http://cyclingadvocacy.blogspot.com/2010/07/highland-park-recommends-repealing.html>
- *Cleveland, OH*: The Ohio DOT took a disappointing approach in response to requests from the Governor and Members of Congress to build a multi-purpose path as part of a major new bridge project: ODOT concluded that providing for people not in cars was too problematic. (Green City Blue Lake <http://www.gcbl.org/blog/marc-lefkowitz/does-nodot-innerbelt-bike-ped-path-add-up>)
- *Columbus, OH*: The 10,000<sup>th</sup> road project funded by the American Recovery and Reinvestment Act of 2009 will be a complete street. Both President Obama and Secretary LaHood attended the groundbreaking in mid-June. Columbus passed a Complete Streets resolution in 2008. <http://www.completestreets.org/news/recovery-acts-10000th-road-project-is-a-complete-street/>

- *Warren, OH*: A letter to the editor in the online newspaper *Tribune Today* lauds complete streets for creating a “better quality of life” through stimulating financial growth and “[improving] the safety and welfare of everyone.”  
<http://www.tribtoday.com/page/content.detail/id/539265.html?nav=5017>
- *Philadelphia, PA*: The Bicycle Coalition of Greater Philadelphia urged the Philadelphia-area regional planning agency to make complete streets a priority in its Transportation Improvement Program. Noting Pennsylvania and New Jersey’s commitments to complete streets on the state level, BCGP wants to see the TIP reflect state policies that promote and require complete streets. <http://blog.bicyclecoalition.org/2010/07/bcgp-comments-on-2011-pa-transportation.html>
- *Hennepin County, MN*: The County plans to roll out its Complete Streets policy with a road diet on Portland Ave when the road is restriped later this summer (*Minnesota Sun* <http://mnsun.com/articles/2010/06/16/headlines/ri17portland.txt>).
- *Red Wing, MN*: The City’s Complete Streets Policy Taskforce – headed by the groups Live Healthy Red Wing and Downtown Main Street – is taking inventory of ways make streets and intersections friendlier for people afoot or on bikes. (*Red Wing Republican Eagle* <http://www.republican-eagle.com/event/article/id/67643/>)
- *Reno, NV*: While performing routine maintenance projects, Reno’s transit agency recently instituted a road diet on several thoroughfares in the city. Researchers studied the changes and found they would not have an impact on vehicular capacity. (*Reno Gazette-Journal* <http://www.rgj.com/article/20100630/NEWS/100630048/1321/news>)
- *New York City, NY*: Mayor Bloomberg was recently lauded by AARP for his initiatives to make the Big Apple the very first “World Health Organization Age-Friendly City.” At the event, Linda Gibbs, deputy mayor for health and human services, spoke specifically about the many complete streets transformations that have created safer places for people of all ages and abilities to travel. (Streetsblog <http://www.streetsblog.org/2010/06/29/deputy-mayor-linda-gibbs-senior-citizens-need-safer-streets/>)
- *Seattle, WA*: Working with Complete Streets Partner firm SvR Design Company, the City of Seattle painted its first buffered bike lane on North 130<sup>th</sup> Street. The street improvements also included a curb bulb-out and painted median to help pedestrians across; a pedestrian refuge island will be constructed in the median at a later date. <http://sdotblog.seattle.gov/2010/06/21/what%E2%80%99s-a-buffered-bike-lane/>

### **Incomplete Streets Death: Timothy McGhie**

Timothy McGhie was killed while crossing the intersection of Valley Drive and West Lake Mead Boulevard in Las Vegas, NV, on Sunday evening, July 4. The seven-lane intersection, which lacks visible crosswalks and signals, offers little to help crossing pedestrians. After being struck by two cars in this residential area, McGhie, 59, was reported dead at the scene.

<http://www.lvrj.com/news/man-struck--killed-crossing-street-is-id-d-by-corer-97921314.html?ref=314>

### **RESOURCES**

**HUD-DOT Planning Grants: Complete Streets Planning Is an Eligible Activity**

The USDOT and the Department of Housing and Urban Development made good on their partnership approach recently with the joint announcement of the HUD Community Challenge Planning Grants and US DOT's Tiger II Planning Grants. Creating Complete Streets policies and implementation plans, as well as planning for specific corridors, are eligible activities. Please talk to us if you would like to include a Complete Streets workshop, or a series of workshops, in your application! Pre-applications are due next week.

<http://www.hud.gov/offices/adm/grants/nofa10/huddotnofa.cfm>  
<http://www.completestreets.org/changing-policy/workshops/>

### **Lessons from Copenhagen**

Freshly returned from the Velo-City conference in Copenhagen, Coalition Executive Director Barbara McCann shares how our movement can learn from the Europeans - and it's not simply importing their engineering. It's building the consensus that roads serve purposes beyond moving vehicles quickly.

<http://www.completestreets.org/resources/complete-streets-lessons-from-copenhagen/>

### **Complete Streets Success in Des Moines**

Ingersoll Avenue underwent a road diet recently, remaking a four-lane road into two with a center-turn lane, bike lanes, and additional parking. Gary Fox, traffic engineer for the City, made a presentation recently on the 6-month trial project's success so far.

<http://mikeontraffic.typepad.com/files/ingersoll3-lanemwitepresentationjune2010fox.pdf>

### **Road Diets Reduce Crashes**

The Federal Highway Administration's Highway Safety Information System released a new study this month: "Evaluation of Lane Reduction 'Road Diet' Measures on Crashes." The study takes a second look at data from road diets in communities in California, Washington, and Iowa, using more advanced study techniques. The evaluation found that road diets can significantly reduce crashes.

<http://www.hsisinfo.org//pdf/10-053.pdf>

### **New Research on Accessible Modern Roundabouts**

The Institute for Transportation Research and Education has published a new study on making modern roundabouts and signalized intersections accessible for those with vision disabilities. Their research is ongoing, but already includes a discussion of their newly developed Automated Yield Detection System, visualizations displaying various crossing scenarios, and an evaluation of "infrastructure-based treatments" for increasing pedestrian accessibility.

<http://www.itre.ncsu.edu/ITRE/research/Pedestrian-Accessibility/index.html>

### **Many Diverse Destinations Nearby + Small Blocks = More People Walking**

A new study in the Journal of the American Planning Association concludes that access to destinations is the most important land use factor in determining vehicle miles traveled. The next most important factor is a good street network of small blocks and numerous intersections.

<http://www.informaworld.com/smpp/content~db=all?content=10.1080/01944361003766766>

### **Study Examines the “Twenty-Minute Neighborhood”**

*Bikeability and the Twenty-Minute Neighborhood*, written by Portland State University masters student Nathan McNeil, analyzes how “physical infrastructure and land uses” impact a neighborhoods’ bikeability. Basing his study in outer east Portland, an area with lower mode share than other regions of the city, he finds the importance of basic shops and services, attractive destinations, and road connectivity in creating a neighborhood in which life’s necessities can be acquired through a twenty-minute cycle trip.

[http://www.trb.org/Main/Blurbs/Bikeability\\_and\\_the\\_TwentyMinute\\_Neighborhood\\_How\\_163712.aspx](http://www.trb.org/Main/Blurbs/Bikeability_and_the_TwentyMinute_Neighborhood_How_163712.aspx)

### **Regular Transit Riders in Charlotte Lose Weight**

Examining the riders of Charlotte, NC’s new light rail line, researcher John M. MacDonald, PhD, investigated the built environment’s ability to constrain or facilitate physical activity. His report, *The Effect of Light Rail Transit on Body Mass Index and Physical Activity*, found that the use of public transit can add up to a mile of walking to one’s day, and subsequently, can lead to a notable drop in body weight. Charlotte’s regular riders weighed up to 7 pounds lighter than their counterparts who regularly drive to work – in large part because they’re walking to and from the stations on safe, attractive, complete streets.

[http://www.npr.org/blogs/health/2010/06/30/128210165/riders\\_who\\_take\\_mass\\_transit\\_regularly\\_may\\_lose\\_weight](http://www.npr.org/blogs/health/2010/06/30/128210165/riders_who_take_mass_transit_regularly_may_lose_weight)

### **Videos from Charlotte, North Carolina**

Dan Burden visited Charlotte, North Carolina recently and shot several great videos of complete streets projects. Dan’s videos highlight the very successful East Boulevard road diet, which converted a four lane arterial roadway into a complete street with planted medians, pedestrian refuges, and bike lanes. He also visits “America’s Best Designed Intersection.”

[http://www.facebook.com/#!/pages/The-Walkable-and-Livable-Communities-Institute/240864289590?v=app\\_2392950137&ref=ts](http://www.facebook.com/#!/pages/The-Walkable-and-Livable-Communities-Institute/240864289590?v=app_2392950137&ref=ts)

### **Free Web-Based Courses on Designing for Pedestrian Safety**

The Federal Highway Administration and the Pedestrian and Bicycle Information Center will offer an 8-part webinar series intended to help communities address pedestrian safety issues through design and engineering solutions. The webinars - free to the first 1000 participants - will cover topics ranging from sidewalk design to road diets, and feature a number of Complete Streets Workshop instructors.

[http://www.walkinginfo.org/training/pbic/dps\\_webinars.cfm](http://www.walkinginfo.org/training/pbic/dps_webinars.cfm)

### **QUOTES**

"The solution lies not in the expenditure of greater resources, but rather, a reorientation of approach to street design to help people now and in to the future." - Erin Mitchell, New York AARP Associate State Director

<http://www.pressconnects.com/article/20100621/VIEWPOINTS03/6210310/1120/Make-cyclists--walkers-part-of-legislation>

"Designing complete streets is not additional work for planners, architects and engineers; it is *different* work." – Sustainable Complete Streets Policy, Town of Babylon, NY  
<http://www.completestreets.org/webdocs/policy/cs-ny-babylon-policy.pdf>

"It's time for the state to motor toward smarter transportation planning. 'Complete Streets' legislation pending in Lansing would help get us to that destination." – Grand Rapids Press Editorial Board urging adoption of Complete Streets legislation  
[http://www.mlive.com/opinion/grand-rapids/index.ssf/2010/07/editorial\\_street\\_smarts\\_for\\_mi.html](http://www.mlive.com/opinion/grand-rapids/index.ssf/2010/07/editorial_street_smarts_for_mi.html)

"Cities that are more bikeable, that are more walkable, are cities that are more livable." - Lewis Reed, St. Louis, MO Aldermanic President  
<http://www.stlbeacon.org/content/view/103710/482/>