1/16/09

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**COMPLETE STREETS POLICY PROGRESS**

Implementation Progress in Columbus, OH
The *Columbus Local News* reports on a series of traffic code revisions (pdf) the City Council recently approved. The changes incorporate principles outlined in its July 08 complete streets policy, resolve conflicts within the existing codes, bring the city into compliance with 2006 changes to Ohio law, and set the legal framework for behavior by drivers and bicyclists. Among other measures, the revised code establishes a requirement for developers to provide bikeways and sidewalks.

Three States Call for Complete Streets in Fighting Climate Change
The New Jersey Department of Environmental Protection announced its draft Greenhouse Gas Plan last month. Included in its transportation reform
recommendations is a strong complete streets policy proposed for the NJ DOT. As the Tri-State Transportation Campaign points out, while the plan's details show much promise, the official adoption and implementation of the measures must happen quickly and in conjunction with all agencies to ensure real change.

The Governor's Commission on Climate Change in Virginia released the final draft of its plan to reduce greenhouse gas emissions in the state last month. Virginia's plan calls for reduction of GHG emissions related to vehicle miles traveled, expanded commuter choice, improved transportation network efficiency, and improved community designs. To help accomplish this goal, the Commission directs its DOT to adopt a complete streets policy. The commission may have been unaware that the Virginia DOT adopted an internal complete streets policy in 2004. The state is still working on implementation measures.

The Iowa Climate Change Advisory Council also addressed complete streets in its report, also issued last month. The Transportation and Land Use chapter focuses on reducing GHG emissions and points out that many of the recommended measures offer a host of additional benefits such as livable, healthy communities and increased transportation choice. The report endorses not only state and local governmental adoption of complete streets policies, but dedicated funding programs to ensure implementation of those policies. (via the Iowa Bicycle Coalition)

**Federal Policy Update**
The Coalition has been working closely with House and Senate staff on preparing for introduction of new bills early in the new session. Check regularly on our federal page for details. A number of partner organizations will be promoting the complete streets bills in their upcoming federal 'lobby days,' including the American Society of Landscape Architects and the League of American Bicyclists.

The transportation portion of the stimulus package has been getting most of the attention, with many complete streets Coalition members working for inclusion of provisions that would lead to complete streets. Barbara McCann, coordinator of the Coalition, comments on the stimulus conversation in her guest blog post at NRDC's Switchboard. Transportation for America is asking people to contact their members of Congress to call for truly forward-thinking and accountable projects. The Coalition is working closely with its partners, particularly Transportation for America and America Bikes to ensure the stimulus will invest in a future of greater safety, lower costs, and revitalized communities.

**COALITION NEWS**

**Coalition Joins Transportation for America**
The Coalition is proud to announce that it has formally joined the Transportation for America campaign. Transportation for America is a broad coalition of housing,
environmental, public health, urban planning, transportation, and other organizations committed to creating a new national transportation program that will take America into the 21st century by building a modernized infrastructure and healthy communities where people can live, work, and play. For several months, we have been working closely with Transportation for America on key federal transportation policy issues, and we are delighted to continue that relationship officially.

**Bikes Belong & Smart Growth America Step Up**
As the National Complete Streets Coalition gears up for an exciting year of work on the federal bill, our members and supporters are stepping up to ensure the resources are in place for success. Bikes Belong, our first and longest supporter, has more than tripled its contribution to the campaign, and Smart Growth America is significantly increasing its contribution. And we want to thank everyone who contributed to our year-end appeal (and you can get started with 2009 tax-deductible donations). Together, we will bring complete streets to the nation!

**Minnesota Moves on Complete Streets**
The Coalition’s workshops in Minnesota in early December have helped spur activity in two jurisdictions.

The Rochester, MN, the Post-Bulletin published an opinion piece from Mitzi Baker, senior planner at the Rochester-Olmsted Planning Department. Baker argues that Rochester’s natural beauty and vibrant community can be made even better through implementation of a complete streets policy. By doing so, she argues, community concerns about accessibility, transportation convenience, and environmentally aware development can be assuaged.

Hennepin County is also on track to consider adoption of a complete streets policy this winter. County Commissioner Dorfman plans to introduce a resolution late this month for consideration in early February. Check out our website for news on the resolution's progress!

The Minnesota DOT is preparing a study mandated by the legislature on complete streets, and the agency has created a webpage that details their progress as they study the benefits, costs, and feasibility of such a policy. The page will host their final report when completed late this year.

**Complete Streets Implementation in Columbus Ohio Featured**
*American City & County Magazine* recently focused on complete streets. The article spotlights Columbus, OH, where a complete streets policy was adopted in July, and implementation is underway (see our policy progress section above). City Engineer Randall Bowman explains that while Columbus has been following several practices supportive of complete streets, the new policy has made inclusion of all modes in project planning, design, and construction a matter of course. The policy has also
helped other initiatives, like a bikeway plan and a sidewalk construction fund, get off the ground.

**The Promise of a New Deal**
Jay Walljasper writes about the promise of new federal infrastructure spending in the January/February 2009 edition of *AARP Bulletin*. He speaks with several AARP members who have been working for better and more diverse transportation choices and discusses the desire of many Americans for safe, multi-modal streets in communities. Barbara McCann, Shelly Poticha of Transportation for America, and William Millar of American Public Transportation Association (a Coalition steering committee organization) all offer support for this type of smart infrastructure investment.

**Complete Streets Speaks!**
In the coming month, complete streets presentations and workshops will be popping up across the country. For those who attended the Transportation Research Board’s Annual Meeting, we hope you were able to sit in on one of the several sessions on complete streets issues. As an adjunct to TRB, Barbara McCann was one of four panelists speaking about federal transportation reform at a session sponsored by Island Press. A downloadable podcast is available..

Next week at the New Partners for Smart Growth conference, Jana Lynott of AARP will discuss the forthcoming report on Complete Streets and Older Adults, and key elements and implementation strategies that create real change. Barbara McCann, Dan Burden, and others will also be presenting at several complete streets related sessions; check the schedule for details.

The Complete Streets Local Assistance Program, managed in cooperation with the Association of Bicycle and Pedestrian Professionals, will be offering workshops in two communities: Santa Ana, CA and Wichita, KS. While these workshops are by invitation only, you can bring national experts to discuss complete streets policies and implementation in your community. Download our flyer to learn more.

**Safe Routes to School Call for Proposals**
The Second Safe Routes to School National Partnership will be this August in Portland Oregon. A Call for proposals is currently open, with a deadline of February 2. Visit the conference website to submit your presentation or poster proposal and for additional details about the conference.

**COMPLETE STREETS NEWS**

**Baton Rouge, LA Needs Complete Streets**
Last month, we reported on a story from Baton Rouge, where, despite an internal audit's findings on the need to implement complete streets, Public Works Director Pete Newkirk felt accommodation of bicyclists and pedestrians was too costly and a
secondary to moving cars. In December, *The Advocate* followed up on this story, reporting on seven pedestrians killed in the Parish during 2008. One of the cases highlighted was that of Army veteran and Eagle Scout Patrick Thomas, who did not drive, trying to cross six lanes of traffic afoot. He was fatally struck by a car. AARP has already begun to advocate walkable, healthy communities with complete streets in the state. The Advocate also printed an opinion piece from resident Doug Moore, who questions Newkirk’s reasoning. "[Newkirk’s] reluctance to consider forward-looking, unconventional approaches to urban planning is extremely troubling," says Moore, who believes complete streets are an absolute necessity in making Baton Rouge a 21st century city.

**Analysis Finds Streets Unsafe for Older Adults, New York Responds**

Older pedestrians in the NY/NJ/CT Metro have a significantly higher risk of being killed than their younger counterparts, according to a new analysis from the Tri-State Transportation Campaign. People who are 65 or older make up 12% of the region's population but account for 27% of the total pedestrian fatalities. These fatality rates are more than three times the rate for those under 65 and higher than that of older adults living elsewhere in the country. This data, representing both suburban and urban communities, verifies how imperative it is to create safe and livable streets for all users of any age. The New York State DOT and Governor Paterson have already responded to the analysis, launching the SafeSeniors program, modeled after a NYC's Safe Streets for Seniors

**Ohio DOT Announces New Priorities**

After seven months of discussion, Ohio's 21st Century Transportation Priorities Task Force has released its findings. The report recognizes the need for a fully integrated transportation system in making Ohio a leader in growth, prosperity, and livable communities. (via GreenCityBlueLake)

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

- National - Sam Schwartz argues for stimulus projects that will create jobs while also having a meaningful impact on our nation's infrastructure. When roads are built, he says, they should be complete streets with access for all. (via Blueprint America)
- Ventura, CA - On his official blog, Ventura City Manager Rick Cole asks incoming Transportation Secretary Ray LaHood Congress to create "healthier, cheaper, and more sustainable way of building great places," accomplished through complete streets.
- Hailey, ID - City engineers and planners in Hailey are working on the City's Complete Streets Improvement Plan and Standards. Working closely with its citizens, City officials hope to create a flexible, comprehensive multi-modal plan that will provide safe access to the city's transportation system for all users. (via Idaho Mountain Express)
Complete Streets News – January 2009

• Flint, MI - A study completed by the Genesee County Planning Commission shows that recent road diets have been effective in reducing crashes. The "Complete Streets Technical Report" supplies county planners with facts to back up their assertions that existing four-lane roads should be narrowed. (via The Flint Journal)
• Jackson, MS - The Transportation for America blog has highlighted photographic evidence of incomplete streets in the town of Jackson, Mississippi: lack of accessible curb cuts, poorly designed bus shelters, and nonexistent sidewalks.
• Complete streets policies are under consideration in many communities. Please visit the links for more on progress in:
  o Saratoga Springs, NY
  o North Myrtle Beach, SC
  o State of Wisconsin

RESOURCES

New ITE Publications Available
*Trip Generation, 8th Edition* updates its trip generation rates, a critical factor in determining how much parking is needed. The *Urban Street Geometric Design Handbook* focuses on the operational and safety aspects of all classifications of urban surface streets, recognizing the range of transportation modes and need to balance user needs.

Report: Americans Are Driving Less
A recent Brookings Institute report analyzes changes in national, state, and metropolitan driving patterns, measured by Vehicle Miles Traveled (VMT) between 1991 and 2008 and finds that driving began to plateau back in 2004 and dropped in 2007 for the first time since 1980. The report, available for download, details who drives the most, who drives the least, and where driving is declining the fastest.

Complete Streets/Calles Completas
Planning for Healthy Places, a program of the Public Health Institute's Public Health Law & Policy project, is offering a fact sheet on complete streets in both English and Spanish. The fact sheet offers general information on the benefits of complete streets and is an important tool for outreach and advocacy in Spanish-speaking communities.

TRB’s Pedestrians 2008
The latest issue of the *Transportation Research Record: Journal of the Transportation Research Board* (No. 2073) includes 14 papers on pedestrian issues, including a pedestrian level-of-service model for arterials and a study on the walking speed of older adults using walkers or canes.

Physical Environment Influences Travel to School
A recent article in the *American Journal of Public Health* demonstrates that
characteristics of the physical environment influence a child's choice of travel mode between home and school. Such environmental characteristics as the presence of street trees are positively associated with the likelihood of walking or biking to school.

QUOTES

"To think that the only solution to traffic and transportation is to make the existing system larger is manifestly uncreative. To insist the solution for too many cars on the roads is to allow for more cars to be on the roads is depressingly unimaginative."
- Doug Moore in The Advocate

"Building roads to nowhere may create jobs in the short term. But building complete streets, effective transit, and good public places is also an investment in our future economic strength."
- Christof Spiler, director of technology and innovation, Morris Architects, in the Houston Chronicle