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COMPLETE STREETS POLICY PROGRESS
Policy Adopted by New Jersey DOT
The New Jersey Department of Transportation (NJDOT) adopted a complete streets policy on December 10, signed by Commissioner Stephen Dilts. The policy follows an effort launched in October, when a broad coalition of advocacy organizations, including Tri-State Transportation Campaign and New Jersey Future, called on NJDOT to adopt a complete streets policy.

"This Complete Streets Policy is a profound statement by the Department that all users on New Jersey state roadways deserve to be safely accommodated. Our next steps are to institutionalize all aspects of this policy into our project pipeline delivery process and to work with local and regional jurisdictions to encourage them to adopt similar policies," said Sheree
Davis, NJDOT's Acting Manager for the Bureau of Commuter and Mobility Strategies, in a CenterLines article.

NJDOT's new policy includes a number of initiatives and directives that recognize transportation facilities as long term investments that must enable safe access and mobility of pedestrians, bicyclists, transit users of all ages and abilities, in addition to motorists. Notably, it calls for cities and counties pursuing Local Aid funding to adopt complete streets policies.

The department's commitment to complete streets builds on years of innovative work by NJDOT to address pedestrian safety, connections to transit, and context-sensitivity and represents a truly significant step forward for a state DOT. Advocates, however, are rightly concerned with broad exceptions included in the policy, particularly one that allows for exception in cases where the timing of a project is compromised.

The NJDOT policy comes on the heels of the first complete streets policy in the state of New Jersey, which was adopted by the township of Montclair in early December.

Renton, WA Passes Ordinance
City Council unanimously adopted an ordinance to update its minimum street design standards with complete streets principles last month. The City will plan for, design, and construct its transportation projects to provide for all users, including “pedestrians, bicyclists, and transit riders of all ages and abilities, and freight and motor vehicles.” Renton is the seventh city in the Puget Sound region to adopt a complete streets policy.

Chickasaw, AL Adopts Resolution
The City of Chickasaw adopted a complete streets resolution on December 8, becoming the third city in the state of Alabama and the first city in Mobile County to commit to complete streets. Local nonprofit Smart Coast made a presentation on complete streets to the City Council and Planning Commission in November. Smart Coast has been working with the National Center for Bicycling & Walking on the Healthy Coastal Connections project, which aims to reduce childhood obesity and increase bicycling and walking opportunities for all residents of Mobile and Baldwin counties.

Bill Introduced in Indiana Legislature
Indiana Representative Nancy Dembowski introduced complete streets legislation (House Bill 1182) on January 7. The introduced language requires incorporation of complete streets principles into the Indiana Department of Transportation’s design manual and in the planning, design, construction, reconstruction, and operation of projects on state-controlled roadways.
Three exceptions to this policy are given: nonmotorized use prohibited by law, excessively disproportionate costs, and with demonstrated lack of present or future need. The legislation grows from efforts of a statewide coalition of groups, including AARP, American Planning Association’s Indiana chapter, Bicycle Indiana, Hoosier Environmental Council, and Health by Design.

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

(http://www.bicycleindiana.org/indianacompletestreets.html)

Crystal City, MO Moves Toward Policy
A few months after a presentation from local advocacy group Trailnet, City Council has decided to move ahead with complete streets policy development. The City-established working group has a near final draft of a policy and expects adoption of a policy early this spring. In a Suburban Journals opinion piece, Ben DeClue discusses how a new complete streets policy will help Crystal City avoid transportation mistakes of the past by designing roadways to balance the needs of all types of uses, instead of just the car. He points out the year-old policy in DeSoto, for which was Trailnet advocated.


(http://www.trailnet.org/)

(http://suburbanjournals.stltoday.com/articles/2009/12/26/jefferson/opinion/1223jc-opshaper0.txt)

Quick Takes: Policy Progress
• Oak Ridge, TN: The Bicycle/Pedestrian Advisory Committee’s priorities for the upcoming year include adoption of a complete streets policy to make it easier and safer for people to bicycle and walk to work, restaurants, and shops. (via the Oak Ridger http://www.oakridger.com/news/x1793475166/The-Three-Ps-of-the-Bicycle-Pedestrian-Advisory-Committee)

• Hernando, MS: Aldermen are likely to consider a complete streets ordinance in 2010. If adopted, Hernando could be the first city in Mississippi to have a policy. (via the Memphis Commercial Appeal http://www.commercialappeal.com/news/2010/jan/03/cities-cautiously-optimistic-of-upturn/)

• Spokane, WA: As reported last month, residents and elected officials have begun working for a complete streets policy. In the past month, the movement has gained media attention, including an article in the Spokesman-Review (http://www.spokesman.com/stories/2010/jan/07/group-takes-to-streets/?print-friendly) and a piece on Spokane Public Radio (http://www.kpbx.org/rss/podcast.php?feed=news_2010&template=news&item=http://newscast.kpbx.org/current/20100111_1746_complete_streets_advocates_in_spokane_hope_their_ideas_gain_momentum.mp3). Spokane has suffered seven pedestrian fatalities in 2009, and one already in 2010. Area agencies and interested groups have planned the first complete streets meeting to be held this evening, January 13, at the YMCA. (http://www.facebook.com/group.php?gid=218510767455)
COALITION NEWS
Safe Routes to School National Partnership Expands Network, Releases Report

The Safe Routes to School (SRTS) National Partnership recently announced an expansion of the State Network Project to 19 states and the District of Columbia beginning in January 2010, significantly increasing its ability to make the journey to school safer, healthier, and more enjoyable. The Partnership released a new report last month, *Putting Traffic Safety First: How Safe Routes to School Initiatives Protect Children Walking and Bicycling*, highlighting successful initiatives and strategies of SRTS programs across the country. Learn more about the report and the role of Safe Routes to School in the complete streets movement by reading our latest blog post, guest-written by the National Partnership’s Deputy Director, Margo Pedroso.

(http://www.saferoutespartnership.org/media/file/Safety_report_final.pdf)
(http://www.completestreets.org/resources/complete-streets-and-safe-routes-to-school-are-natural-partners/)

Complete Streets Workshops & Presentations

Transportation for America and the National Complete Streets Coalition co-hosted a reception for their many partners and supporters attending this year’s Transportation Research Board Annual Meeting. Attendees were inspired by Transportation for America Campaign Director James Corless, who noted that the longer the reauthorization of the federal transportation bill takes, the stronger the Transportation for America campaign will become. They also heard from Barbara McCann, Executive Director, on the great research done in support of complete streets over the past year, including AARP’s Planning Complete Streets for an Aging America, Transportation for America’s Dangerous by Design, and the Best Practices Manual on Complete Streets soon to be published by the American Planning Association. U.S. DOT’s Assistant Secretary for Policy, Polly Trottenberg, rounded out the evening by speaking about the great changes happening within the U.S. DOT, in large part thanks to the efforts of complete streets supporters nationwide.

(http://www.aarp.org/research/ppi/liv-com/transport/articles/Planning_Complete_Streets_for_an_Aging_America.html)
(http://t4america.org/resources/dangerousbydesign/)
(http://www.planning.org/research/streets/)

The Nashville Area MPO and the TMP Group are hosting a 2-day workshop in Franklin, TN at the end of the month. The workshop will focus on transforming decision-making processes so that Complete Streets policies can be adopted and implemented throughout the region. Speakers include nationally recognized experts Michael Ronkin and Randy Neufeld, as well as panel discussions from local transportation experts. Interested in hosting a complete streets workshop in your city, region, or state? Check out our workshops page for all the information.

(http://www.nashvillemopo.org/completestreets.html)
(http://www.completestreets.org/changing-policy/workshops/)

Going to the New Partners for Smart Growth conference in early February? Be sure to check out “The Complete Guide to Complete Streets” panel on Saturday morning. We’ll be presenting some findings from the upcoming Best Practices Manual, and several local advocates will give
their take on adopting and implementing policies. Also of note is Thursday’s “Sustainable Streets: Concepts, Metrics, and Tools” session, where host city Seattle will share their experience implementing a complete streets policy and green infrastructure practices. (http://www.newpartners.org/)

Ted Zoli of HNTB on NBC Nightly News
Ted Zoli, recently honored with a Genius Award from MacArthur Foundation, was featured on NBC Nightly News. Zoli has designed a number of challenging and award-winning bridges, including several pedestrian and bicycle bridges. Access to bridges and other crossings is crucial to a transportation network for all users, and we are pleased to see recognition of a professional whose critically acclaimed designs accommodate pedestrians and bicyclists. Zoli is a vice president at Coalition Platinum Partner firm HNTB. (http://www.msnbc.msn.com/id/3032619/#34647215) (http://www.hntb.com/)

COMPLETE STREETS NEWS
Settlement Ensures Improved Access for Californians with Disabilities
Last month, the California Department of Transportation (Caltrans) settled two long-running ADA lawsuits filed by disability rights advocates over poor access for people with disabilities on state roads. Under the settlement, Caltrans has agreed to spend $1.1 billion over the next 30 years to make existing sidewalks accessible. Read more about this landmark case on our blog. (http://www.completestreets.org/news/settlement-ensures-improved-access-for-californians-with-disabilities/)

Advocating for Complete Streets in Highland Park, IL
Coalition Supporting Member Active Transportation Alliance has helped coordinate a broad constituency clamoring for a complete streets policy in Highland Park. Active Trans built upon work done existing groups interested in a healthier and greener community. Successful adoption of a complete streets policy will be in large part due to the collaboration between cyclists, pedestrians, residents, city staff, and elected officials, according to Kim Stone, a former Active Trans board member and Highland Park resident. “Instead of me just as an individual, it was a group. There was a constituency behind the idea,” she said. “Having a group of people who want to see things changed and have come to a consensus is really key.” Having gained the support of city commissions, Highland Park Mayor Michael Belsky, and residents, an upcoming City Council review of a complete streets policy should yield a great success for Active Trans, the city of Highland Park, and the greater Chicago area. (http://www.activetrans.org/modeshift/02_10/highlandpark)

Deadly Roads Report Spurs Older Pedestrians to Survey Safety
The Tri-State Transportation Campaign released a new report identifying the NY-NJ-CT region’s deadliest roads. Media outlets from around the region responded to the report, many pointing to full implementation of recent complete streets policies in Connecticut and New Jersey as key to improve pedestrian safety. In response to the report, AARP volunteers in New York City hit the streets, evaluating safety for older pedestrians on one of the deadliest streets in the
City. Their findings will be shared with the mayor’s office and NYCDOT, and the volunteers will soon conduct walkability surveys in their own neighborhoods.

(http://www.tstc.org/danger.html)
(http://www.courant.com/news/connecticut/hc-connecticut-sidewalks-0108.artjan08,0,5578817.story)
(http://www.app.com/article/20100106/NEWS03/1060362/Report--Route-9-deadly-for-walkers)
(http://www.streetsblog.org/2010/01/07/seniors-survey-manhattans-deadliest-street/)

Incomplete Streets Death in Spokane, WA
Stephen W. Shockley was walking his dog around 6:15 pm on December 18. As they attempted to cross the busy Francis Avenue, they were struck by a motorist; the dog died at the scene, and Schokley died at a local hospital. Francis Avenue in the vicinity of the crash is a 5-lane road lined with residences, shops, and restaurants. Though sidewalks are present, they are narrow and directly abut the fast-moving travel lanes. The nearest signalized and marked crossing was 250 yards from the point where Shockley attempted to cross. His death was the seventh fatal automobile-pedestrian crash in Spokane in 2009, the Spokesman-Review reports.

Quick Takes: Complete Streets Talk Around the Country
• **Fairhope, AL**: The City included its recent complete streets policy as one of its highlights of 2009 (via BaldwinCountyNOW.com
http://www.baldwincountynow.com/articles/2010/01/02/local_news/doc4b3b7fd39a55678018236.txt)
• **Sacramento, CA**: A group of high school students have formed a group to improve safety on the roads around school. A statistics class survey revealed just 3-5% of students bike to school, and many of those bicyclists report unsafe conditions. The group will address City Council to request improvements. (via the Sacramento Bee
• **Denver, CO**: Denver’s Living Streets Initiative aims to take complete streets to the next level and fully integrate a complete streets transportation approach with a smart land use and economic development strategy. (via the Washington Park Profile
• **Delaware**: Dr. Sandra G. Hassink, director of the Nemours Obesity Initiative, and Dr. Karyl Rattay, director of the Division of Public Health at Delaware Health and Social Services, argue the imperative for federal investment to battle rising health care costs and levels of childhood obesity through prevention. As part of this prevention strategy, they recommend a complete streets policy approach to the built environment that make active travel easier and safer, and commend Delaware Governor Markell’s proactive complete streets executive order from March 2009. (via the Delaware Voice
http://www.delawareonline.com/article/20091224/OPINION07/912240313/1004/OPINION/Prevention-drives-progress-on-childhood-obesity)
• **Cedar Falls, IA**: City Council is wrestling with designs for an upcoming road reconstruction project. While plans for a wider road with additional motorized travel
lanes had support from the majority of the Councilmembers, two have spoke up in favor of a complete streets approach. Leadership from Councilmembers Kamyar Enshayan and Frank Darrah led to a more thorough discussion of the types of features that should be on city roads, with most agreeing that complete streets should be implemented along with additional education on the principles and benefits. (via the Waterloo Cedar Falls Courier http://www.wfcourier.com/news/local/article_35b1fc90-eb24-11de-b917-001cc4c002e0.html)

- **Saint Paul, MN:** Councilmember Russ Stark spoke about Complete Streets at the 2009 St. Paul Transportation Summit. The Councilmember highlighted the benefits of complete streets to the city’s future, but also expressed his support for such policies as a St. Paul resident. (http://sparcignites.blogspot.com/2009/12/st-paul-councilmember-talks-about.html)

- **St. Paul, MN:** The Minnesota Complete Streets Coalition held a legislative workshop on January 9 to help constituents engage their legislators on complete streets issues. (https://www.thedatabank.com/dpg/132/personal2.asp?formid=tlcmeet&c=8249712)

- **New York:** Lois Aronstein, AARP NY State Director, responded to Governor Paterson's State of the State address earlier this week. Aronstein commended the Governor's proposal to evaluate the safety of the state's roadways for complete streets (via the Albany Times-Union http://blog.timesunion.com/capitol/archives/21276/sos-reactions-roll-in/)

- **Houston, TX:** In a recent editorial, David Crossley of Houston Tomorrow calls out Houston’s “we don’t do sidewalks” attitude and its policies that contradict the state DOT’s recent adoption of the Context Sensitive Solutions manual. While more Houstonians want safer and more walkable streets, Crossley argues, city and regional transportation officials still refuse to acknowledge walking as a form of transportation. (via the Houston Chronicle http://blogs.chron.com/thelist/2009/12/houstonians_want_and_deserve_s.html)

- **Tacoma, WA:** Following on the heels of its recently adopted Complete Streets Guidelines, the City of Tacoma is talking up the complete streets improvements that can be made in upcoming projects. South 56th St is especially key, as it will be a main route for the region's visitors during the 2015 US Open to take place in University Place, WA - another community with a strong complete streets commitment. (via Tacoma Weekly http://www.tacomaweekly.com/article/3837)

**RESOURCES**

**State Model Policy Options Available**

We regularly respond to requests for model policies by directing people to the best of the existing policies. Now, we have created a web document that goes further, outlining the options available to develop a model state law. Rather than offering a single model document, the page directs readers to consider all the factors that go into developing a state complete streets law – then suggests specific language and provides links to existing policies that have relevant replicable language. We welcome feedback on the new web document, and we hope to develop more models for other policy types. (http://www.completestreets.org/changing-policy/model-policy/)
Integrating Bicycling and Public Transport in North America

National Household Travel Survey Data Released
Released last week, the long-anticipated data from the 2009 NHTS can now be used to analyze travel behavior on all trips – not just those to work, as measured in the American Community Survey done by the U.S. Census Bureau. Some early analysis reveals bicycling rates are up 25% since the last NHTS, done in 2001. (http://nhts.ornl.gov/) (http://www.bikeleague.org/blog/2010/01/bicycling-for-all-trips-hits-1-percent/)

NYC Survey Links Active Commutes and Health
A citywide survey conducted by the New York City Department of Health revealed that people who commute by active transportation (including walking, biking, and skating) are significantly more likely to report good physical and mental health than those who don't. Active commuting is also more common in areas where public transportation is readily accessible. The report includes recommendations to encourage walking and biking, including building streets with good lighting, sidewalks, bike lanes and greenery - complete streets. (http://www.streetsblog.org/2009/12/03/confirmed-new-yorkers-reap-health-benefits-from-walking-and-biking/) (http://www.nyc.gov/html/doh/downloads/pdf/survey/survey-2009commuting.pdf)

Apply for the 2010 Transportation Planning Excellence Awards
Co-sponsored by U.S. Department of Transportation and American Planning Association, the Transportation Planning Excellence Awards Program recognizes outstanding initiatives across the country to develop, plan, and implement innovative transportation planning practices. Eligible nominations must be for a project, process, group, or individual involved in a project or process that has used FHWA and/or FTA funding sources. Deadline for nominations is 3/15. (http://www.planning.org/partnerships/2010/transportationawards.htm)

Using Section 402 Funding
Section 402 – the State and Community Highway Safety Grant Program - is a federal program that funds education, enforcement, and research programs designed to reduce crashes, deaths, injuries, and property damage. While bicycle and pedestrian safety programs are eligible to receive funding from Section 402, few states do so. The League of American Bicyclists’ most recent report details the funding program and how to access it for bicycle and pedestrian safety programs. (http://www.bikeleague.org/resources/reports/section402.php)
“Polka-dots, shag carpet and tail fins on cars can all come and go with the times, but please, not our sidewalks again.”
– Ben DeClue, in the St. Louis Suburban Journals
(http://suburbanjournals.stltoday.com/articles/2009/12/26/jefferson/opinion/1223jc-opshaper0.txt)

“We as a society are moving in a new direction for addressing climate change, health issues, and sustainability, so in addition to road safety, the policy promotes healthy lifestyles, and helps reduce traffic congestion and reliance on carbon fuels. It also makes fiscal sense – a ‘Complete Streets’ policy incorporates important safety amenities into the initial design of road projects, saving taxpayer dollars for expensive retrofitting at a later time.”
– Montclair, NJ Mayor Jerry Fried
(http://www.montclairnjusa.org/content/view/2221/570/)

“It’s an issue that’s near and dear to me… I take the bus, or sometimes bike, to work everyday. I’ve always been someone who tries to walk places; I moved into the neighborhood I moved into because of my ability to walk to places nearby.”
– St. Paul, MN Councilmember Russ Stark, on why a complete streets policy is important to him