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Aloha, Complete Streets!
On May 6, Hawaii Governor Laura Lingle signed S.B. 718 into law. The new law, now known as Act 54, requires the Hawaii Department of Transportation and the county DOTs to establish policies accommodating all users of the road, no matter age, ability, or mode of transportation. "May 6th will always be the day complete streets came to
Hawaii," said Justin Fanslau, spokesperson for the One Voice for Livable Islands coalition, and a legislative advocate. "Cyclists, pedestrians, seniors, students, everybody has hope that the streets will be safe now, that we will all have access and that our air will be cleaner." The coalition spearheaded the effort; its members include AARP Hawaii, the Hawaii Bicycling League, Hawaii Public Health Association, Kailua Urban Design Task Force, Kauai PATH, Injury Prevention Advisory Committee, Maui Bicycle Alliance, and Peoples Advocacy for Trails Hawaii. The new law is a culmination of years of work (doc) from all the coalition members, as well as the Hawaii DOT, Bikes Belong, the Hawaii Community Foundation, and the Hawaii Department of Health - truly a collective effort. Read more about the bill and next steps in a press release from the One Voice coalition (doc).

**Delaware Governor Issues Complete Streets Order**

At the first Delaware Bike Summit on March 24, Governor Jack Markell signed Executive Order Number 6. The order directs the Delaware DOT to create a Complete Streets policy; among other provisions, the order directs that the policy should "Focus not just on individual roads, but changing the decision-making and design process so that all users are considered in planning, designing, building, operating and maintaining all roadways." Andy Clarke of the League of American Bicyclists represented the National Complete Streets Coalition at the signing and delivered a thank you letter to the Governor. The 275 attendees also heard from the creator of the Complete Streets Workshops, Michael Ronkin, whose keynote speech emphasized the need road diets to slow traffic and make room for bicyclists and pedestrians. "We need to make changes because roads are extremely inefficient when used only by one mode of transportation," Ronkin said. "We can significantly raise the capacity of our roads by including other forms of transportation." Read more about the successful Summit on Delaware Online.

**Lee County Florida Resolves to Complete Streets**

On the heels of a recently adopted Complete Streets Resolution by the Lee County, FL Board of Commissioners, a new coalition dedicated to complete streets in the county has formed. BikeWalkLee will announce its launch this Friday morning, as part of Bike to Work Day. While County leadership is a great help in advocating for complete streets, the community's follow-through is key to ensuring the goals set forth in the resolution become reality.

**Coming Soon: Complete Streets in Lee's Summit, MO**

The Lee's Summit 360 Strategic Plan, to be adopted in June, will focus on creating a regionally integrated, accessible system of complete streets, public transportation opportunities, and improved air travel, reports the *Lee's Summit Journal*. As one of the three major goals of the Transportation Key Performance Area, the plan intends to provide safe access along and across the streets of this city in western Missouri for all citizens, regardless of age, ability, or mode of transportation. Action steps include establishing a Complete Streets Advisory Committee, adopting a Complete Streets...
Ordinance, embarking on education campaigns, and developing regional coordination. Read more on the official site.

**Disappointing News in Missouri**
Despite strong showings at key junctures from citizens and organizations across the state who support a complete streets law, the Missouri Bicycle Federation reports that the state legislature did not to include complete streets provisions in its major transportation bill this session. This bill, which began simply to address temporary license plates, had been expanded to include dozens of transportation provisions before it was finally passed. The Complete Streets provision, also unanimously supported by the House Transportation Committee, was included all transportation omnibus bills from that chamber but not in the final transportation bill. Missouri is unlikely to pass any other major transportation bills this session.

**Federal Policy Update**
We currently have eighteen members of the House Transportation and Infrastructure committee signed on to a letter to committee leadership requesting that Complete Streets be included as part of the committee's transportation reauthorization bill. The letter notes the benefits complete streets policies provide for safety, fighting climate change, and reducing dependence on foreign oil, and notes the policies being adopted across the country. It concludes, "We strongly encourage you to build on the momentum for complete streets from around the country by including provisions in the transportation reauthorization ensuring that projects funded by the bill incorporate complete streets principles. H.R. 1443 is a good starting point." We will send an email update with the full list of signers and letter text once the letter is sent to Chairmen Oberstar and DeFazio.

Secretary LaHood uses the magic words!
In his official Earth Day blog post, Secretary Ray LaHood focused on bicycling and said that bicycling infrastructure investments should not be limited to the Transportation Enhancements program: "The remainder of the "highway" money also creates an opportunity to build complete streets." (quotes around highway are his). He continues, "the upcoming reauthorization of DOT's surface transportation programs provides an opportunity for us to feature bicycling as part of a new American mobility within livable communities." Be sure to read the rest of his post.

Remember to write your U.S. Senators and Representative to show your support for the Complete Streets Act of 2009 and Secretary LaHood's vision for complete streets. The City Council did just that, adopting a resolution in support of the Complete Streets Act of 2009 (pdf). Your letters are an essential step in creating complete streets nationwide. Take five minutes and write them today.

**COALITION NEWS**

**AARP Report: Planning Complete Streets for the Aging of America**
AARP's Public Policy Institute says a wide survey of transportation planners and engineers found that a majority says they have not begun to prepare for the coming increase in Americans over 65 years old. Their extensive report, "Planning Complete Streets for the Aging of America," is packed with new information and calls for adoption of Complete Streets policies to address the needs of the estimated 64 million Americans who will be over 65 in 2025. The report includes results from a national poll, which finds that 47 percent of older Americans say they cannot safely cross a main street near their home. An article in the AARP Bulletin speaks to the opportunities of complete streets in addressing the needs of older adults.

The report also includes new resources for Complete Streets implementation. It contains the first-ever inventory of Complete Streets policies, and assesses whether they address the needs of older Americans - only about one-third do. As part of the project, AARP assembled a team of transportation experts to re-assess some recommendations of the FHWA's Older Driver Handbook, and in the report the group assert three principles for planning street projects with older drivers and pedestrians in mind. The Coalition staff and Coalition member the Institute of Transportation Engineers collaborated on the report. Read more about the report in AARP's press release. Be sure to pick it up and give it a read!

**Upcoming Complete Streets Webinar**
On June 11th, FHWA and ContextSensitiveSolutions.org will host a free webinar on Complete Streets and Context Sensitive Solutions. From 2:00 - 3:30 pm Eastern time, Gabe Rousseau, Bicycle and Pedestrian Program Manager at the Federal Highway Administration, Barbara McCann, Executive Director of the National Complete Streets Coalition, and Michael Ronkin, of Designing Streets for Pedestrians and Bicyclists, will discuss what federal programs and policies are available to support communities in their Complete Streets efforts, and will detail the design and implementation strategies of Complete Streets and how they relate to Context Sensitive Solutions initiatives. Sign up online.

**Rochester, MN Profiled**
The Smart Growth America blog recently profiled the inspiring complete streets story from Rochester, MN. Speaking with key advocates Mitzi Baker, a City Planner for
Rochester, and Vayong Moua, of Blue Cross Blue Shield Minnesota, the post discusses
the year-long effort to develop the complete streets policy, including building a coalition
of supporters and alleviating the concerns of developers.

**Improving Roadway Safety for Everyone**
Complete Streets are profiled in the current edition of the Planning Commissioners
Journal, with an article from Hannah Tweddell, of the Renaissance Planning Group, a
consultant on the AARP report. Tweddell discusses the ways planners can make
roadways safer for everyone, from motorists to pedestrians. The article is available to
purchase online.

**Transportation For America Releases Blueprint**
On May 11, Transportation For America unveiled its detailed plan to restructure the
nation’s transportation program to provide an accountable system that provides real
choices to all Americans. The Route to Reform outlines a vision for the federal
transportation authorization bill to ensure that transportation investments meet
national objectives. Pennsylvania Governor Ed Rendell gave the keynote at Monday’s
release event, and Ron Kilcoyne head of Bridgeport, Connecticut’s transit agency,
discussed Complete Streets in his remarks, as did T4America’s Campaign Director, James
Corless.

**Bicycle-Friendly State Rankings Announced**
The League of American Bicyclists released the second annual ranking of Bicycle-Friendly
States in conjunction with Bike to Work Week. The League ranks states using a 75-item
questionnaire, evaluating each state’s commitment to bicycling in legislation, policies
and programs, infrastructure, education and encouragement, evaluation and planning,
and enforcement. Adopting a statewide complete streets policy helps states move up in
the rankings.

**COMPLETE STREETS NEWS**

**Hurdles in Milwaukee, WI**
In Milwaukee, local blogger Urban Milwaukee showcases a potential new street
configuration that features wider sidewalks, street trees, bike lanes, and a host of other
improvements. However, despite probable support of local residents and business
owners, the City, if it chooses to implement all or part of the vision, will likely face a
cumbersome and time-consuming process in attempting to make this type of design a
reality. The project would have to meet the design specifications of the Wisconsin DOT -
specifications that do not support complete streets planning and design. The story is
similar in many towns nationwide, where accommodation of all users is stifled by state
DOT regulations. A federal complete streets policy will allow communities to plan for,
design, and fund the streets they need by ensuring all state DOTs and regional planning
organizations to adopt complete streets policies. Remember to write your Senators and
Representative and let them know how important a nationwide complete streets policy
is!

**Safe Streets, Complete Streets**
When local government agencies in California agree to use radar to enforce speed limits, they must also agree to traffic studies that may raise the speed limit if the study determines most people are already speeding on certain roads. The problem? Faster cars are also more dangerous. Coming up in the California legislature, the Safe Streets Bill (AB 766) would help local governments better control speed limits on their own roads. By limiting increases to speed limits, California local governments would recognize the safety risk posed by current laws, which don't take all the roads' users into consideration. "We neglect the needs of pedestrians," LA City Council member Richard Alarcón said, of the law currently on the books. "We neglect the needs of bicyclists." Read more in the *Glendale News Press*.

**Complete Streets Presentations and Workshops**
If you're in the Phoenix, AZ area, please plan to attend an overview presentation on complete streets, presented by John LaPlante, PE, PTOE, on Monday May 18. This presentation is free and open to all; read more about the event from the Coalition of Arizona Bicyclists. Communities across the country are holding complete streets workshops this month. With two this week in Rome, GA and Chattanooga, TN, and two next week in Phoenix, AZ, our national experts are helping these diverse communities understand how to create and implement complete streets policies. Want to bring them to your community? Download our flyer (pdf) for all the details.

**Zig Zag Safety**
As reported by the *Washington Post*'s Dr. Gridlock, the Virginia Department of Transportation is piloting a new, low-cost way to make trail intersections safer for pedestrians, bicyclists, and motorists. The 500 feet of zig-zag lines have been painted to slow down drivers in an area with high levels of pedestrian and bicyclist activity. The Virginia Transportation Research Council will monitor the results of the treatment over the year.

**Progress in Flint, MI**
In Flint, Michigan, a complete streets policy is awaiting approval as part of the region's draft long-range plan. In the meantime, the Disability Network has been providing training of township officials in the complete streets concept. Newly educated local officials are reviewing designs for two projects; one a road that links two schools but did not plan for sidewalks for students, and the other a project originally planned without curb cuts. Genesee County has also concluded a study of ‘road diets' (4-to 3-lane conversions) and reports that crashes along the redesigned roads dropped by almost one-third.

**Criminal Charges for Walking to School**
As reported by CART and Broken Sidewalk, a Louisville father was arrested for sending
his daughter to school on foot after she missed her bus that morning. The existing street infrastructure - a busy suburban street with no sidewalks - is unsafe for children on their way to school.

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

- *Glendale, CA:* A new, three year PLACE Grant (Policies for Livable Active Communities and Environments) awarded by LA County's Department of Public Health, will be applied toward developing a "Safe and Healthy Streets Plan" for Glendale. Stakeholders will discuss adopting a complete streets policy as part of the effort. (via Sunroom Desk)

- *Los Angeles, CA:* The Green L.A. Transportation Working Group is gearing up on its Complete Streets campaign. Bolstered by the recent complete streets law adopted by the state legislature and the recent revision of an internal complete streets policy at Caltrans, Green L.A. is shaping its goals for a complete streets policy in Los Angeles.

- *Sacramento, CA:* With many layers of complete streets policy, it's no surprise the City was named one of the Best Walking Cities by Prevention Magazine. (via the California Aggie)

- *Columbia, MO:* The City of Columbia is now the first Bicycle-Friendly Community in Missouri, attaining Silver status. Columbia adopted a complete streets ordinance in 2004, and public officials, staff, and residents are dedicated to active transportation. (via Missouri Bicycle Federation)

- *Montclair, NJ:* With support from Mayor Fried and township engineer Kimberli Craft, it would seem that a complete streets policy would take hold in Montclair, where they are also looking to redesign a portion of a two-lane street that runs through the town to make it safer for bicyclists, pedestrians, and parked cars. However, opposition from the County, who incorrectly believe narrower lanes would devalue safety, is blocking the project. (via the Montclair Times)

- *Fort Worth, TX:* The City's new Bike Plan (still in draft) calls for creation of CS policy, with changes made to street design standards, subdivision standards, and the development review process to ensure support for everyone using the road. (via Fort Worthology)

- *Seattle, WA:* Part of its complete streets implementation, the City of Seattle released a draft of its Pedestrian Plan on May 6. Older adults and those with disabilities have been drawing attention to the issues of pedestrian safety, as have Seattle police, who have held several sting operations. (via the Seattle Post-Intelligencer)

- *Tacoma, WA:* The City of Tacoma held a public Complete Streets Workshop and Walking Tour to discuss their latest complete streets plans for the city, and what changes residents can expect. (via the News Tribune)

**Incomplete Streets Death**
The *North County Times* of Escondido, CA reports that Jameson Mantas was crossing
Riverside Drive in Lake Elsinore, CA on foot when a car fatally struck him. Sidewalks on the stretch of road between Walnut Drive and Joy Street are piecemeal, and crosswalks are nonexistent - an inhospitable environment that makes simply walking between a commercial area and residences to the north dangerous.

RESOURCES

AARP's Planning Complete Streets for the Aging of America
This report contains a wealth of information for complete streets practitioners, be sure to download it!

Fact Sheet: Costs of Complete Streets
The National Complete Streets Coalition has consulted with practitioners across the county to develop a fact sheet on the costs of implementing a complete streets policy (pdf). The fact sheet touches on many of the issues involved in planning, designing, and operating streets that accommodate all users of all ages and abilities.

Study: Walkable Communities Lead to Increased Physical Activity
The results of an eight-year study examining whether physical attributes of a community contribute to physical activity have been published in the April 2009 volume of Social Science and Medicine. Researcher Jim Sallis, funded by the National Institutes of Health, evaluated 32 communities in the Seattle WA and Baltimore MD regions and found those who lived in walkable neighborhoods got substantially more exercise each week than those living in low-walkable areas. Residents of walkable communities were also less likely to be overweight or obese. USA Today provides more details on the study. The findings are available to purchase online.

Visualizing Complete Streets
The May 2009 edition of Men's Health features Dan Burden (pdf), walkable communities guru and complete streets advocate. Dan discusses the various ways streets can be designed to better accommodate everyone on the roads, from roundabouts to street trees, with graphic representations of each element.

GOOD Magazine ran a complete streets transformation visual in its recent transportation issue. Taking a busy urban intersection with few inviting elements for those on foot, bike, or public transportation, the authors transformed the photo with a multitude of complete streets elements, including dedicated bus lanes, pedestrian-friendly traffic lights, and more. The magazine tasked its readers to develop their own visualizations of livable streets, pulling in amazing entries from California to Kentucky to Rhode Island.

Making the Case for Active Transportation
The Canadian Fitness and Lifestyle Research Institute has developed a series of fact sheets useful in developing a case for implementing active transportation. Focused on
designing communities to move people, not cars, the publications include Health Benefits, Barriers to Active Transportation, Increasing Social Capital, and the Role for Municipal Decision Makers. Four additional bulletins are coming soon.

QUOTES

"We can agree, certainly, that bicycles are inexpensive and environmentally friendly, but there's also no escaping the reality that the vast majority of our transportation infrastructure is designed for cars and trucks."
-Governor Jack Markell