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COMPLETE STREETS POLICY PROGRESS
New Complete Streets Policies
The last month has brought an incredible number of new commitments to complete streets
Flint, MI
On Monday, September 14th, the City Council of Flint, MI passed a non-binding resolution in support of adoption of a Complete Streets policy. The Safe and Active Genesee (SAGE) (http://www.activegenesee.org) collaborative worked with the city’s Transportation Department to draft the resolution, which was also supported by the Flint Planning Commission. The resolution affirms the many benefits of Complete Streets, and ties them to local needs. SAGE would like to thank the Council and show
support for the next steps toward adoption of full Complete Streets policy; find a copy of the resolution and a link to write a letter in support on their Take Action page (http://www.crim.org/activeliving/TakeAction/).

Missoula, MT
Missoula joined the growing number of cities with complete streets resolutions on August 24, with a 9-2 vote of City Council (one abstained). Advocates from a number of transportation and neighborhood groups worked for several years to build support for complete streets in the community and among its elected officials. The resolution (http://www.completestreets.org/webdocs/policy/cs-mt-missoula-resolution.pdf) (.pdf) commits the City to a policy under which new construction and reconstruction projects must "provide for the safety and convenience of all users and of all abilities" both along and across the roads; rehabilitation projects will be reviewed to include complete streets elements; any exceptions will be documented with final approval from City Council; and an annual report on progress will be submitted to City Council. Furthermore, design standards and subdivision regulations will be reviewed and modified as needed to meet complete streets goals. Missoula is the first city in Montana to pursue complete streets.

Richland County, SC
After hearing persuasive arguments on the benefits of complete streets from representatives of the South Carolina Department of Health and Environmental Control, the Palmetto Cycling Coalition, and the University of South Carolina School of Public Health, Richland County Council unanimously passed a Complete Streets resolution (http://www.richlandonline.com/Departments/coun tycouncil/agendas/20090901.pdf) (.pdf) on September 1. The Resolution directs County staff to review and revise current processes to meet complete streets goals; plan, design, construct, and operate roadways to provide for all users; incorporate complete streets into master planning; and draft complete streets regulations.

Knoxville, TN
Knoxville took a big step toward Complete Streets on August 11th, when the City Council approved a resolution “encouraging the administration and staff of the City to undertake future transportation policy development in accordance with nationally accepted standards for complete streets practice, as outlined by the National Complete Streets Coalition.” The resolution (http://www.knoxtrans.org/plans/complete_streets/knox_res.pdf) was introduced by Councilmember Joe Hultquist. New Complete Streets Coalition Partner Gresham, Smith and Partners had just finished a Complete Streets Study and Guidelines for the Knoxville Regional Transportation Planning Organization, which should help take Complete Streets across the Knoxville region. http://gspnet.com/news.php?id=108#

Complete Streets Moves Forward in Minnesota
The Minnesota DOT (Mn/DOT) released a draft of their Complete Streets feasibility report this month. Commissioned by the Minnesota Legislature, the report studies the costs, benefits, and feasibility of instituting a complete streets policy in the state. The draft includes an explicit recommendation that “a Complete Streets policy would complement Mn/DOT’s existing Context Sensitive Design policy and would further reinforce its principles.” Advocates are working with the DOT to improve on the draft. Links to the document and analysis are available through the Minnesota Complete Streets Coalition (http://www.mncompletestreets.org/).

There’s more complete streets inspiration coming out of Minnesota. Check out the presentations (http://www.preventionminnesota.com/active_living_article.cfm?oid=6436) from the successful do.Walk do.Bike conference, including one about Rochester MN – the first city to adopt a complete streets policy in the state. Also read the excellent blog post on Why Complete Streets matter for the environment,” (http://fresh-energy.org/index.php/blog/Why-Complete-Streets-matter-for-the-environment.htm) penned by Ethan Fawley of Fresh Energy, a leading advocacy group for a statewide policy.

Quick Takes: Policy Progress

• **Lansing, MI**: Lansing’s City Council passed an ordinance (http://www.lansingstatejournal.com/article/20090826/NEWS01/908260375/1001/NEWS) calling for accommodation of bicyclists, pedestrians, motorists, and transit riders of all ages and abilities just a few days after we reported on its pending status in the August newsletter (http://org2.democracyinaction.org/o/5184/t/6237/blastContent.jsp?email_blast_KEY=1096690&t=). The Mid-Michigan Environmental Council and Walk and Bike Lansing pushed for the policy change, and will continue to work to ensure that it results in integration of the needs of all users into transportation planning for all future projects.

• **Albert Lea, MN**: Last month, we reported (http://org2.democracyinaction.org/o/5184/t/6237/blastContent.jsp?email_blast_KEY=1096690&t=) the city was on the verge of adopting key policy measures to improve health and walkability. Earlier this week, the City Council amended the subdivision ordinance to require complete streets in all new subdivisions. (via the Albert Lea Tribune http://www.albertleatribune.com/news/2009/sep/15/council-approves-agreement-fountain-lake-dam-fish/)

• **Saratoga Springs, NY**: Complete streets legislation expected to be introduced next month will establish a series of action items, from creation of an Advisory Board to an audit of current needs. (via the Saratogian http://www.saratogian.com/articles/2009/09/17/news/doc4ab28a657fa5d155853195.txt)

• **Delaware**: As directed in Governor Markell’s executive order earlier this year, the Delaware DOT has developed a draft complete streets policy. While currently under review from various agencies and advocates at this time, it is expected it to be finalized and on the Governor’s desk in early October. (via Bike Delaware http://bikedel.blogspot.com/2009/09/bike-delaware-comments-on-revised.html)
Missouri: By the 2010 legislative session, The Missouri Bicycle Federation is looking to collect over 5000 signatures (http://mobikefed.org/2009/03/8-mar-2009-support-complete-streets-in.php) from Missourians who want a statewide complete streets policy. Their efforts build on the all the support they received in their 2009 complete streets push.

Federal Policy Update: Let's Keep Up the Momentum!
As September draws to a close and we get closer to the September 30th expiration day for SAFETEA-LU, the House and Senate are slowly coming to a compromise on the next steps for the transportation authorization. Just yesterday, a three-month extension of the current transportation law was approved by the House (http://dc.streetsblog.org/2009/09/24/deja-vu-congress-could-put-off-deal-on-transport-bill-until-next-month/). This is much shorter than the Senate's preference for an 18-month extension, which is currently awaiting a vote on the Senate floor. Both chambers may put off an agreement for another month by adding a one-month extension to an upcoming spending bill.

While Congress debates the future of the transportation bill, we've continued to educate Members of Congress on the benefits and need for complete streets policies. Almost two dozen members of the leadership of the National Complete Streets Coalition fanned out on Capitol Hill on Monday, September 21st to make the case for ensuring federally-funded projects create Complete Streets. The Hill ‘blitz’ was aimed at letting members of the House Transportation and Infrastructure Committee know about the broad support for Complete Streets, and participants included AARP, the American Institute of Architects, the American Planning Association, the YMCA, and many more. We held meetings with an astounding 21 offices in just a few hours, and many were new contacts for us. Special thanks to Carol Whittaker and Daniel de Zeeuw of America Bikes and to Dan Guilbeault and Stephanie Potts for organizing.

We are continuing to build support for the Complete Streets Acts of 2009 (HR 1443/S 584). Since last month Representatives Dahlkemper (D, PA-3) and DeLauro (D, CT-3) have co-sponsored the House bill and Senator Levin (D-MI) co-sponsored the Senate bill. Keep up the momentum by asking your Members of Congress to co-sponsor complete streets legislation (http://action.smartgrowthamerica.org/t/6237/p/dia/action/public/?action_KEY=81), and if your city has a policy, please talk to us (http://www.completestreets.org/who-we-are/contact-us/) about getting your elected officials to sign on to a letter asking for a national policy as well.

COALITION NEWS
100th Policy Celebration
As complete streets gained in momentum across the country, the Coalition excitedly counted the days until we reached the 100th complete streets policy. With so much action in the last two months, we're proud to say that we've handily surpassed that number, with at least 106 jurisdictions actively supporting complete streets. To celebrate this milestone, the Coalition has invited Members of Congress and their staffs to join representatives and friends from jurisdictions nationwide to a Congressional Reception celebrating this achievement. The event is being hosted by the Coalition and the American Planning Association, and is sponsored by
Complete Streets Partners HNTB, Vanasse Hangen Brustlin, Gresham, Smith & Partners, and Kittelson & Associates. An event this size requires a few more hands; if you are in the DC area and available to volunteer a few hours of your time, please email info@completestreets.org.

Welcome New Partners!
The National Complete Streets Coalition is happy to welcome several new Partners! These firms are putting Complete Streets into action, by writing policies and plans and building projects, and they are supporting our work to spread the word on Complete Streets.

HNTB (http://www.hntb.com/) joins us at the Platinum level. HNTB is an employee-owned infrastructure firm serving federal, state, municipal, military and private clients with more than 4,000 professionals in 60 offices nationwide. With nearly a century of service, HNTB has the insight to understand the life cycle of infrastructure and has extensive experience designing multimodal systems that are safe for all users. Some recent examples of HNTB’s award-winning planning, design, program management and construction management projects include the Bob Kerrey Pedestrian Bridge in Omaha, Neb.; the MAX bus rapid transit stations in Kansas City, Mo.; the Mary Avenue Signature Pedestrian Bridge in Cupertino, Calif.; and the Indianapolis Regional Bike and Pedestrian Plan in Indianapolis, Ind. David Wenzel, Vice-President of HNTB’s Pre-Design and Planning Services, recently wrote a column for Planetizen on ‘Greening America’s Roadways' (http://www.planetizen.com/node/39545).

We’ll be introducing more of the new Partners in detail over the next few issues. We are also welcoming:

At the Silver level:

- Vanasse Hangen Brustlin, Inc. (VHB) (http://vhb.com/) a firm that has helped develop ground-breaking Complete Streets policies in Massachusetts and most recently in Rockville, Maryland (see last month’s newsletter: http://org2.democracynaction.org/o/5184/t/6237/blastContent.jsp?email_blast_KEY=1096690&t=). VHB is dedicated to “creating results for our clients and benefits for our communities.”

At the Bronze level:

- Gresham, Smith & Partners (http://gspnet.com/), an international planning and architecture firm (see Knoxville policy entry above for more on their work).
- Kittelson & Associates (http://www.kittelson.com/index.htm), a national firm that develops solutions that improve the performance of highway, pedestrian, bicycle, and transit systems.
- Beckett & Raeder (http://www.bria2.com), at the Bronze level, a Michigan-based landscape, planning and engineering firm.

Be sure to look for more information about all these Partners under the ‘Hire Help’ tab on our website (http://www.completestreets.org/changing-policy/hire-help/). For more information
on becoming a partner, download our Partnership Packet
(http://www.completestreets.org/webdocs/cs-partnership.doc) (.doc)

**Complete Streets Speaks**
In early September, Barbara McCann of the National Complete Streets Coalition and Geoff Anderson of Smart Growth America traveled to a FHWA training event to talk to more than 300 FHWA employees about Complete Streets and smart growth and how they fit in with the USDOT's new livability initiative, and its collaborative efforts with HUD and EPA. To learn more about that collaborative, be sure to join the Sept 24 webinar listed in the resource section below.

**Complete Streets Workshops**
On September 22, the Coalition presented two workshops to state Departments of Transportation – one for high-level officials at the Arizona DOT, under the auspices of Kimley-Horn, and one for the Louisiana DOTD in Baton Rouge. Lead instructor John LaPlante led a Policy Development workshop for the Arizona DOT earlier this year. Louisiana's workshop is one step toward fulfilling a state legislative resolution to create complete streets guidelines (http://www.businessreport.com/news/2009/sep/08/10-questions-krista-goodin-rlet1/?real-estate). One participant at the Arizona DOT workshop said the outcome at the end of the day was “Beyond my wildest expectations.” Want to bring a workshop to your community? Check our out workshops page (http://www.completestreets.org/changing-policy/workshops/) for all the details.

**COMPLETE STREETS NEWS**
**Des Moines Sticks to Complete Streets Policy**
Last year, the Des Moines City Council adopted a complete streets policy, recognizing the need to accommodate all roadway users so that its residents and visitors may travel safely regardless of age, ability, or mode of transportation. Among its early projects is a low-cost restriping of Ingersoll Avenue (http://www.desmoinesregister.com/article/20090914/NEWS/909140310/-1/LIFE04), reducing the number of vehicular travel lanes from four to three - one in each direction and a center turning lane - and the addition of bicycle lanes and more on-street parking; this “road diet” is in line with the City's complete streets policy. This plan has been opposed by some businesses, though City staff have emphasized the safety benefits (http://www.desmoinesregister.com/article/20090914/NEWS/90914028/-1/NEWS04). City Council pressed ahead with the Ingersoll road diet (http://www.desmoinesregister.com/article/20090909/NEWS/90914028/-1/NEWS04) last week, though future analysis could return the street to its current configuration. Upcoming complete streets improvements are set for the Beaverdale neighborhood. According to an article in the Des Moines Register (http://www.desmoinesregister.com/article/20090919/OPINION01/909190307/1036/Opinion) this could be the next place where controversy strikes - it could also be "a model for other neighborhoods in greater Des Moines." The Register's editorial page urges the City to follow through with its complete streets vision
Complete Streets Movement Advances in Duluth, MN
After three bicyclists were ticketed, the Duluth News Tribune received complaints from both sides - those who felt the police acted too harshly and those who felt the police should do more to keep bicyclists off the roads. Local advocates from Fit City Duluth spoke out to mediate the conflict, pointing out that Duluth's transportation network does not fully accommodate the needs of travelers not in cars. Elected officials agree with that assessment, as does the News Tribune's editorial page, which concluded that the public should be able to safely use its roadways "whether driving cars, riding bikes, walking, or getting around some other way." Local university student Codie Leseman submitted her thoughts to the News Tribune, proposing a network of complete streets designed to improve travel by bike and ease tensions between the modes. "Ultimately," she says, "the question shouldn't be, 'Why do we need to do this?' It should be, 'Why hasn't this been done already?"

Complete Streets Praised in Local Media
Local newspapers have played an increased role in advocating for better transportation policies lately. An editorial published by the Tacoma News-Tribune addresses critics of recent traffic calming installations by the City, where the complete streets concept has taken firm hold. Talking up the improved quality of life from complete streets and the many safety benefits, the editors conclude, "If making city streets safer means adding a little time to the daily commute, that is a price drivers should be willing to pay." In the Lansing State Journal, local complete streets advocate Rory Neuner applauds the paper's coverage of the newly adopted complete streets ordinance, taking the opportunity to correct them on what the law actually means. Neuner writes that the new required non-motorized plan identifies specific needs, but the complete streets policy "ensures every street project takes all road users into account...a much bigger step toward being friendly toward pedestrians and bicyclists." In Chico, CA, local resident Karen Goodwin wrote in to chide the Enterprise-Record's earlier editorial that decried City efforts to make walking safer and more pleasant. Goodin also addressed the opportunities of the built environment to encourage physical activity, improving health and fighting obesity. In making walking and bicycling viable options, she writes, "we all win."

Quick Takes: Complete Streets Talk Around the Country
- **Boston, MA:** The City's Complete Streets Advisory Committee, appointed by Mayor Menino earlier this summer, held its first meeting. This is a first step ensuring a "more inclusive approach" to the City's transportation network. Transportation staff, consultants, and committee members will develop new design guidelines to

• Nationwide: Several politicians are running on explicit complete streets planks this election season. AC Wharton (http://www.acwharton.com/platform), running for Mayor of Memphis, TN, promises complete streets at the City and the MPO if elected. Incumbent Nan Whaley (http://nanwhaley.com/), of Dayton, OH, has a video highlighting the benefits of a complete streets in the city.

Incomplete Streets Death
New mom Stacey Jane Morgan was out running in her Oakdale, MN neighborhood last Thursday, along a busy residential road with no sidewalks. Morgan, pushing her 3-month-old daughter in a stroller, was fatally struck from behind (http://www.twincities.com/ci_13360612); her daughter was unharmed. Police said the teen driver was not speeding or drunk.

RESOURCES
Institutes of Medicine Recommend Complete Streets

Study Finds Walkable, Mixed-Use Neighborhood Residents Friendlier, More Likely to Walk
A team of researchers from Lewis and Clark College studied four neighborhoods in and around Portland, OR: one conventional suburb, two distinct neighborhoods in Portland, and Orenco Station, a "new urban" development with a pedestrian-friendly street network and many small public parks and spaces. Among other sure-to-be influential findings, the study discovered that sixty-seven percent of Orenco Station residents report using mass transit at least once a week, compared to 42 percent in the Beaverton suburb. Both communities are located within a quarter-mile of a light rail station. Orenco Station has pedestrian-friendly infrastructure, while the Beaverton suburb has few sidewalks. The study will be published in an upcoming research journal and is previewed in September’s New Urban News (http://www.newurbannews.com/emails/sep09newurban2.html).

Grant Opportunity: Communities Putting Prevention to Work
The US Department of Health and Human Services and the Centers for Disease Control and Prevention have announced a new funding opportunity (http://www.hhs.gov/news/press/2009pres/09/20090917a.html) for communities and tribes to promote system and environmental changes that increase physical activity and improve access
to healthy food. This is a great opportunity to develop a local complete streets approach – and could fund a complete streets workshop! Talk to us if you’re interested.

**Conference Presentations Available**

Two recent conferences have posted presentations related to complete streets efforts. Over 20 presentations ([http://saferoutesconference.org/conference.php](http://saferoutesconference.org/conference.php)) from the Safe Routes to School National Conference held late last month, and audio and visual presentations ([http://cfte.org/TIC/TIC2009.asp](http://cfte.org/TIC/TIC2009.asp)) from early summer’s Transit Initiatives and Communities Conference are now available.

**TRB Links Climate, Transportation, and Development Patterns**


**Including People with Disabilities in Coordinated Plans**

A new document ([https://secure2.convio.net/es/site/Ecommerce?VIEW_PRODUCT=true&product_id=5901&store_id=3863&autologin=true&JServSessionIdr001=w6kltb94j2.app26b](https://secure2.convio.net/es/site/Ecommerce?VIEW_PRODUCT=true&product_id=5901&store_id=3863&autologin=true&JServSessionIdr001=w6kltb94j2.app26b)) from Easter Seals Project ACTION discusses the locally developed, coordinated public transit-human services transportation plan required by SAFETEA-LU, the current federal transportation legislation. It provides ideas and suggestions for increased involvement by people with disabilities, who have a perspective essential to the success of coordinated planning.

**Homes in Walkable Neighborhoods Are Worth More**

A new analysis out by CEOs for Cities quantifies the value of walkability in real estate transactions, using the popular ‘Walk Score’ measure. The report, “Walking the Walk: How Walkability Raises Housing Values in U.S. Cities: ([http://www.ceosforcities.org/news/entry/2591](http://www.ceosforcities.org/news/entry/2591))”, examined 94,000 real estate transactions in 15 metro areas, and found that homes with above-average Walk Scores sell for more – between $4,000 and $34,000 more, depending on the metro area.

**Visualize Roadway Safety**

Safe Road Maps ([http://saferoadmaps.org/](http://saferoadmaps.org/)), a project of the University of Minnesota's Center for Excellence in Rural Safety (CERS), instantly makes available crash statistics in communities
nationwide. The visually arresting maps can be an important tool in educating elected officials and the public about road fatalities.

**Economics of Bicycling**
The League of American Bicyclists has released its first research report on bicycling issues: The Economic Benefits of Bicycle Infrastructure Investments (http://www.bikeleague.org/resources/reports/report_economics.php). The report highlights the many ways bicycling is linked to state and local economies – including the impacts of tourism and industry, the benefits of bike lanes to local businesses, and cost savings in switching from auto-dependency to multimodalism.

**QUOTES**
"The goal is to create a more friendly city for folks using transportation other than cars, from buses to people walking, bicycling and the handicapped."

"What I’m trying to do is institutionalize it. Any time we go do a street, we want to evaluate the potential to fix it, not just repave it. We’re training all of our street design folks and making sure they are well versed in the Better Streets Plan design standards."