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**COMPLETE STREETS POLICY PROGRESS**
Complete Streets in Big Sky Country
With a unanimous vote, the Billings City Council formally adopted a Complete Streets policy on August 22. Efforts began in 2009, led by the Healthy By Design Advisory Committee and driven by the need to provide healthier environments for physical activity. The Committee engaged with community members, elected officials, advocates, and transportation practitioners via meetings, workshops, and rallies, and crafted a policy that reflected community vision. Billings is the fourth community in Montana to adopt a policy. Read more on our blog.
First Policy in Los Angeles Area Sets High Bar
Supported by the local public health community and developed with input from more than 300 residents, Baldwin Park’s City Council adopted a Complete Streets policy last month. The community participated in a Coalition-led workshop, worked with Coalition partner Ryan Snyder and Associates, and used the Coalition’s Policy Analysis report to help improve the policy’s provisions as it was drafted. The new policy meets almost every aspect of an ideal Complete Streets policy and provides clear implementation steps and performance measures.

More Training Needed in California
A survey taken by the Healthy Transportation Network highlights the need to provide training in Complete Streets and related bicycle and pedestrian strategies to transportation professionals as part of the implementation of a Complete Streets policy. Though the target agency, the California Department of Transportation (Caltrans) has been actively working to implement its Complete Streets policy by updating guiding documents and providing a variety of training opportunities, the report authors found there was room for improvement. While about 60% of planners were "moderately familiar or very familiar" with the Caltrans Complete Streets policy, the figure dropped to 40% for design staff, 35% for engineering, and 20% for maintenance. Many Caltrans employees noted a need for trainings that are cross-departmental to increase collaboration in the early stages of projects – the most effective time to include the needs of all users.

Room for Improvement in New Jersey, Too
Since adopting a Complete Streets policy in 2009, the New Jersey Department of Transportation (NJDOT) has changed the way it views many transportation projects. The DOT revised its project review process to better emphasize the need to provide for pedestrians and bicyclists and amended its local aid program to incentivize localities to adopt their own Complete Streets policies. However, a new report from New Jersey Future notes several important but missed opportunities such as using NJDOT’s resurfacing program as a potential low-cost way to calm traffic, add bike lanes, or make other improvements for nonmotorized travelers.

Quick Takes: Policy Action
- **Independence, MO**: As part of the city’s efforts to effectively implement its Complete Streets policy, the City Council approved the creation of an ad-hoc committee to study...
bicycle transportation needs. (Examiner
http://www.examiner.net/news/x351386559/Council-will-study-bike-use-in-city)

- **Hoboken, NJ:** In a single motion, Hoboken City Council approved a plan to add 10 miles of bike lanes in the city – making about 80% of city streets friendlier for those on bikes. Hoboken adopted a Complete Streets resolution in late 2010. (Mobilizing the Region

**Quick Takes: Policy Adoption**

- **Dunwoody, GA:** Dunwoody City Council adopted a Complete Streets policy on August 22, joining four other Atlanta-area communities in committing to improving their roads for all users. The policy follows through on a recommendation made in the city’s recently adopted Comprehensive Transportation Plan (Dunwoody Crier

- **Johnson County, KS:** With a unanimous vote approving a Complete Streets policy, the unincorporated and rural areas of this suburban county southeast of Kansas City will now benefit from integrated planning and design for all modes of travel. The KC Healthy Kids Organization championed the policy's development and adoption.

- **Oakland County, MI:** On August 18, the Oakland County Board of Commissioners voted 25-0 in support of a Complete Streets resolution. Commissioner Dave Woodward of Royal Oak and Commissioner Craig Covey of Ferndale submitted the resolution for the Detroit metro area county; both Commissioners represent communities that have already Complete Streets policy. (C & G Newspapers

- **St. Cloud, MN:** Despite great support from residents, the City Engineer, the Community Development Director, and the Mayor, St. Cloud ‘s city council members remained split on a vote to adopt a Complete Streets policy. (St. Cloud Times
http://www.sctimes.com/article/20110913/NEWS01/109120050/St-Cloud-votes-no-complete-streets-policy?odyssey=tab|topnews|text|Umbrella)

- **Wilkin County, MN:** On August 9, this rural county of just over 6,500 Minnesotans committed to providing safe transportation choices for active transportation by adopting a Complete Streets resolution.

**Federal Policy Update**

At the time of this writing, a bill to extend current transportation law until March 31, 2012 has passed the House, and the Senate is considering a similar measure. Full attention will then be turned to a long-term transportation bill. We still do not have assurances from Senate leadership that their bill will include a Complete Streets provision, and Coalition partners are
meeting with Committee leadership. You can show your support for a federal Complete Streets policy via our quick and easy online tool. We especially want to continue letting our Senators know Complete Streets work for all users, including children, older adults, and those with disabilities.
http://www.completestreets.org/takeaction

You can also use this tool to thank Representatives Earl Blumenauer (OR-5) and Zoe Lofgren (CA-16), our newest co-sponsors of H.R. 1780, The Safe and Complete Streets Act of 2011!
http://www.completestreets.org/takeaction

In both the House and Senate, there are threats to programs supportive of Complete Streets. Senator Tom Coburn (OK) intends to introduce an amendment to the extension bill that would end Transportation Enhancements funding. For more information, see advocacy alerts from the Safe Routes to School National Partnership or the American Society of Landscape Architects and follow along at Streetsblog Capitol Hill.
http://org2.democracyinaction.org/o/7093/p/dia/action/public/?action_KEY=8107
http://dc.streetsblog.org/

In the appropriations process, there is a threat to zero out the Department of Housing and Urban Development’s participation in the Partnership for Sustainable Communities, and to the Environmental Protection Agency’s Smart Growth program. More information is available from Smart Growth America.

Last week, President Obama unveiled his plan to put Americans back to work – including a significant and welcome investment in transportation infrastructure. Coalition Executive Director Barbara McCann discussed the potentially positive impact that plan might have in creating more complete streets across the country noting that if passed, the President’s proposal could save lives as well as jobs. National Association of City Transportation Officials President Janette Sadik-Khan pointed out how the plan would “provide desperately needed funding for critical urban transportation safety and mobility projects.” Angela Glover-Blackwell, founder and CEO of PolicyLink, pointed out that the bill would help all Americans, especially the communities of color that have been hardest hit by the recession.
http://www.huffingtonpost.com/angela-glover-blackwell/obama-opens-the-door_b_955548.html

COALITION NEWS
AARP Works on Solutions for Dangerous Road in New Jersey
AARP volunteers took to several New Jersey intersections last month to show just how dangerous it is for pedestrians to simply walk across them. They visited several intersections along a roadway that has seen multiple pedestrian deaths over the last few years as well as several others, conducting audits with walkability guru Dan Burden. Following their inspections, they worked with Burden and local nonprofit Tri-State Transportation Campaign to identify solutions to the design issues they noted during their audits. Their recommendations will be submitted to the New Jersey Department of Transportation.

http://www.pressofatlanticcity.com/communities/hamilton/experts-spend-the-morning-walking-across-black-horse-pike-and/article_bc7479aa-cea4-11e0-b4fb-001cc4c002e0.html
http://www.nbc40.net/news/18847/video

Case Made for Narrower, More Complete Streets at ITE Annual Meeting
Reporting from the Institute of Transportation Engineers (ITE) Annual Meeting in St. Louis last month, Heather Smith covers a session on Complete Streets and multi-modal level of service (a way to measure how well streets work for people traveling by foot, bike, or bus). She highlights several counterintuitive points from John LaPlante that really make the case for narrower and more complete streets:

• Wider roads means more time for pedestrians to cross, which in turn means longer wait times for people in cars.
• Longer wait times for pedestrians means most cars will go 45 mph on major thoroughfares and then stop for 2 minutes, rather instead of going along at 30 mph with less time spent at stoplights.
• Engineers can actually increase car capacity on narrower streets because there people on foot can cross more quickly.
• Mid-block crossings are safer for pedestrians because there is traffic coming from 2 directions instead of 4 at intersections.
• Installing signal countdown timers at intersections yield a 25% crash reduction rate.

ITE is on the National Complete Streets Coalition’s Steering Committee and actively promotes the values of multimodal, context-sensitive streets.
http://www.cnu.org/node/4493
http://www.ite.org/

Complete Streets and Safe Routes to School
At the Safe Routes to School National Conference, Coalition Executive Director Barbara McCann spoke at two of several sessions that dealt with Complete Streets at the federal, state, and local level -- including a session devoted to needs in rural states. Presentations from the conference are now available to download online.
http://www.saferoutesconference.org/conference-presentations

Emerging Issues for Older Adults
The Transportation Research Board’s recent meeting, "Emerging Issues in Safe and Sustainable Mobility for Older People," included a Complete Streets presentation by AARP’s Jana Lynott and the Coalition’s Barbara McCann. Proceedings will be available soon.
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Workshops Update
We’ve been busily working with communities across the country to build local support and capacity for the Complete Streets approach. The City of McKinney, Texas, hosted a Complete Streets Workshop in late August through the Environmental Protection Agency’s Sustainable Communities Building Blocks program. The city is considering Complete Streets as part of its forward-looking Sustainability Plan. Earlier this month, our instructors worked with four communities in San Diego County, California, with a focus on developing strong policies to support Complete Streets objectives. And, as you read this newsletter, Kingsport, Tennessee is working with our instructors to better understand how to realize the vision expressed in their Complete Streets resolution.

Partner Spotlight
Kimley Horn, a longtime supporter of the Coalition, takes its commitment to Complete Streets beyond being a Silver Partner. Read more about what one of the country’s premier design consulting firms is doing to help communities achieve the Complete Streets visions.

Silver Partner T.Y. Lin International is an international full-service infrastructure firm with a growing number of domestic projects that support Complete Streets planning and design. Read more about their work and how they advance the Complete Streets movement on our blog.

COMPLETE STREETS NEWS
Indiana Lawmakers Hear about Minnesota’s Complete Streets Success
In testimony on August 6th, Minnesota Deputy Commissioner of Transportation Bernie Arseneau testified to Indiana lawmakers about his state's approach to Complete Streets. "When the Complete Streets idea started showing up, I thought, ‘whoa, what’s this, we don’t have the resources,’ " said Arseneau. "But now I understand that it isn’t about adding more work, but is about reaching out to stakeholders and providing a transportation system that meets their needs." Arseneau was speaking before the Joint Study Committee on Transportation and Infrastructure Assessment and Solutions, and was preceded by Paul Chase of AARP Indiana. Their appearance before the Committee is part of Health by Design's campaign to advance Complete Streets policies across the state. Health by Design has been working with the Coalition and broad group of Indiana organizations to realize a safe, healthy, and sustainable transportation network in the state.


http://www.completestreets.org/workshops

http://www.kimley-horn.com/
http://www.completestreets.org/admin/spotlight-on-kimley-horn-and-associates/

http://www.tylin.com/
http://www.completestreets.org/admin/spotlight-on-ty-lin-international/

http://www.healthbydesignonline.org/IndianaCompleteStreetsCampaign.html
Quick Takes: Complete Streets Talk Across the Country

- **Madison County, IL:** As more residents take to their bikes for transportation, and not just recreation, locals are hopeful that the state Complete Streets law will soon provide more options for getting to work and the extensive trail network. (*Suburban Journals* [http://www.stltoday.com/suburban-journals/illinois/news/article_314ab822-046d-5712-9371-50fac7249079.html])

- **Boston, MA:** The team behind the pending Complete Streets Guidelines for the city has published new chapters on street types, sidewalks, and roadways for public review. ([http://bostoncompletestreets.org/whats-new/new-guidelines-chapters-published/](http://bostoncompletestreets.org/whats-new/new-guidelines-chapters-published/))

- **Somerville, MA:** The city’s Bicycle Committee has recommended adoption of a Complete Streets policy. City officials seem supportive of the idea, noting that a policy could focus efforts to provide for all users. (*Somerville Patch* [http://somerville.patch.com/articles/somerville-bicycle-committee-supports-complete-streets-policy](http://somerville.patch.com/articles/somerville-bicycle-committee-supports-complete-streets-policy))

- **Macomb County, MI:** In the heart of the nation’s automobile manufacturing region, the concept of creating roads that work for more than simply cars is catching on. (*Detroit Free Press* [http://www.freep.com/article/20110912/NEWS04/109120339/1001/news](http://www.freep.com/article/20110912/NEWS04/109120339/1001/news))

- **Winona, MN:** Advocates are pressing for multi-modal accommodations when a bridge over the Mississippi River between Wisconsin and Minnesota is replaced in the coming years. Both states have Complete Streets policies. (*Winona Daily News* [http://www.winonadailynews.com/news/local/article_2af3feca-d835-11e0-aba5-001cc4c03286.html](http://www.winonadailynews.com/news/local/article_2af3feca-d835-11e0-aba5-001cc4c03286.html))

- **Springfield, MO:** The Springfield News-Leader editorial board wrote in favor of using funds from the next proposed tax levy to build sidewalks, bike lanes, and public transit accommodations. "Putting focus on those projects may actually help reduce traffic, improve citizens' health (with more exercise and less car exhaust) and cost a lot less than building more and wider roads for vehicles," the board stated. ([http://www.news-leader.com/article/20110908/OPINIONS01/109080331/0/7daysarchives/?odyssey=nav|head](http://www.news-leader.com/article/20110908/OPINIONS01/109080331/0/7daysarchives/?odyssey=nav|head))

- **New York City, NY:** Transportation Commissioner Janette Sadik-Khan may be implementing some of the most pedestrian-, transit-, and bicycle-friendly street designs the city has ever seen, but as Streetsblog NYC reports, the needs of those users are still balanced with the need to provide smooth-flowing lanes for automobile traffic. ([http://www.streetsblog.org/2011/09/08/first-avenue-bike-lane-designs-prove-again-theres-no-war-on-cars/](http://www.streetsblog.org/2011/09/08/first-avenue-bike-lane-designs-prove-again-theres-no-war-on-cars/))

- **Washington County, OR:** The County of Board of Commissioners unanimously amended existing code to allow money raised through taxes for road repair also to be used to make the roads safer for people on foot or bicycle. ([BikePortland* [http://bikeportland.org/2011/09/07/washington-county-roundup-complete-streets-funding-fanno-crossing-and-paved-trails-in-north-plains-58595](http://bikeportland.org/2011/09/07/washington-county-roundup-complete-streets-funding-fanno-crossing-and-paved-trails-in-north-plains-58595))

- **Orangeburg, SC:** In response to growing concerns over obesity and chronic disease in the county, the Orangeburg County Health Department have developed a comprehensive health improvement plan for the county, including developing a
Complete Streets policy. ([Times and Democrat](http://thetandd.com/lifestyles/article_e264718c-d274-11e0-a4fc-001cc4c03286.html))

- **Arlington, VA:** An opinion piece from the chairman of the Arlington Bicycle Advisory Committee illuminates the need for Complete Streets policies at all levels of government to ensure a continuous network of streets safe for all users. ([http://ballston.patch.com/articles/arlingtons-streets-arent-always-under-arlingtons-control](http://ballston.patch.com/articles/arlingtons-streets-arent-always-under-arlingtons-control))

**Incomplete Streets Death: Robert Whitton**
Robert Whitton, 40, was killed by a car on Saturday, September 10, when he stepped onto Carolina Beach Road in Wilmington, North Carolina. Though the 5-plus lane road is lined with a variety of retail establishments and restaurants, and has sidewalks in the vicinity of the crash, there are no crosswalks. This is the second pedestrian fatality on the road this year. ([http://www.wect.com/story/15432868/accident-blocking-traffic-on](http://www.wect.com/story/15432868/accident-blocking-traffic-on))

**RESOURCES**

**Submit Your Proposal for Weight of the Nation**
Weight of the Nation 2012, the national conference on obesity prevention and control presented by the Centers for Disease Control and Prevention is currently accepting session and poster proposals. Weight of the Nation brings together elected and appointed policy makers, public health practitioners from all levels of government, media experts, and many others dedicated to obesity prevention and control – and presents a great opportunity to talk about your Complete Streets strategies and successes, as conference sessions will focus on real-world solutions. Proposals are due October 2. ([http://www.weightofthenation.org/](http://www.weightofthenation.org/))

**Don’t Forget to Register for the Complete Streets Conference**
The Association of Pedestrian and Bicycle Professionals is dedicating its Professional Development Seminar to everything Complete Streets, to be held this year in Charlotte, NC, from October 24 to 27. Early registration has been extended through September 30. ([http://www.apbppds.org/](http://www.apbppds.org/))

**See You at Rail~Volution**
The premier conference for those passionate about building livable communities with transit is in Washington, DC this October 16 through 19. The Coalition will be there, bringing the Complete Streets perspective to several sessions. Registration is open and available at a reduced rate through September 23. ([http://www.railvolution.org/](http://www.railvolution.org/))

**Healthy and Livable Communities Resources**
The American Society of Landscape Architects updated its resource guide for landscape architects working to create promote human health and well-being by expanding affordable transportation, employment, and housing options; preserving and enhancing the natural
environment; providing access to nutritious and locally-sourced food; and creating a sense of place.
http://www.asla.org/livable.aspx

**Key Findings on Bicycling and Walking from the U.K.**
Understanding Walking and Cycling, a three-year study funded by the UK's Engineering and Physical Sciences Research Council, looked into the reasons why people may or may not choose to ride bicycles or walk to their destinations. Their findings suggest that the perception of bicycling and walking as "abnormal" or "second class" is a roadblock, but building safer environments for walking and bicycling, lowering speed limits, and reducing trip distances are helping boost the number of people choosing to travel by those modes.
http://www.lec.lancs.ac.uk/research/society_and_environment/walking_and_cycling.php

**Webinar: 2011 National Walking Survey Results**
America Walks, the American Public Health Association, and the Association of Pedestrian and Bicycle Professionals have teamed up to present a free webinar on the National Walking Survey on September 20 at 3:00 pm ET. Panelists will discuss the findings from the 7,000 who responded to the online survey and address the potential implications for advancing walking and health-related policies and programs. The webinar’s capacity is limited, so register today.
http://campaign.r20.constantcontact.com/render?llr=7ujbt4bab&v=0013-zw4rcnoTtwZ-R2hWOktqmteElJG5GKQ2dTACn3p32olS19MdnJmPhC876Sy0er-tnIAqmRug27iY-OEarX5gG8JUPb2NsdqiUr-VlpVYoZgzg-iC9AbO-Sn5Kr35jU1fXVLEoIXQThcydpYOdLdck6v5OpjzClG45Vfu-V9mx5WF3--CBCr6bgvdrq3jSt24jZihdLSODA9j04VA%3D%3D

**QUOTES**
"If we think we don't have the time and money to do it right, what makes you think we have the time and money to do it over?"
– Dr. Mark Nicholson of Billings, Montana, speaking in favor of a Complete Streets policy

"When we talk about ‘complete streets,’ we aren’t necessarily talking about expensive widening projects or major redesigns of our roadways. These concepts can often be applied to existing streets by simply re-thinking how we approach traffic flow and how we accommodate all modes of transportation."
– Phil Broyles, Director of Public Works, Springfield, Missouri

"If the transportation component of your local economic development planning is uninspiring, if it puts vague hope in some new roads, if it ignores transit, and if less than one percent of your combined transportation investments are in the growth modes of biking and walking, you do not have a transportation component to your economic development strategy."
– Tom Downs, columnist, Citywire
"I know Brittany is looking over us thinking it's wonderful that we are helping other families keep their loved ones safe from these busy, congested, dangerous streets. I will sleep a little better knowing that we are moving forward toward making New York a more pedestrian friendly state."
– Sandi Vega of Wantagh, New York, on Complete Streets being signed into state law. Vega worked tirelessly for the bill after her daughter Brittany was killed by a car as she crossed a street.