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COMPLETE STREETS POLICY PROGRESS
Share Your Stories!
The National Complete Streets Coalition is looking for real-life stories to bolster our resources, and we need your help. We are in search of brief stories, projects, quotes, and photos that show how communities are creating more 'complete' streets without huge effort or special funding, with an emphasis on low-cost solutions. Have something great to share? Submit it via our online form or send an email to info@completestreets.org. We thank everyone who has responded to our request so far, and we’ll be sharing what we learn!
https://docs.google.com/a/completestreets.org/spreadsheet/viewform?hl=en_US&formkey=dFA1OWVsMWNJMTY3R0Q2SzFQTzkzeVE6MQ#gid=0
US Complete Streets Policies Surpass 300!
The number of jurisdictions in the United States adopting Complete Streets policies has surpassed 300! We are on track to record more than 100 new policies adopted just in 2011. This is an affirmation that communities of all sizes are making the commitment to ensure that their transportation projects provide for the safe travel of everyone using the road. The downside is that with policy adoption occurring at such a rapid pace, we are no longer able to provide a full profile of every policy in this newsletter. So you’ll be seeing more ‘quick takes’ on policy adoption, and a greater focus on what communities are doing to implement their policies. And with this quickened pace, we are relying on you more than ever to tell us about new policies. We simply don’t have time to find them all! And remember: the policy doesn’t have to contain the term ‘complete streets’ to qualify. So send us those policy documents, and while you’re at it, consider making a donation to help keep our work going.

http://www.completestreets.org/complete-streets-fundamentals/complete-streets-atlas/
http://www.completestreets.org/donate

Quick Takes: Policy Adoption

- **Lemont, IL**: In late October, Lemont City Council adopted a Complete Streets resolution. The Village, a southwestern suburb of Chicago, was inspired to take up a Complete Streets approach as part of a public health initiative to increase physical activity. ([Chicago Tribune Local](http://triblocal.com/lemont/2011/10/25/biking-friendly-resolutions-passed-by-lemont-trustees/))

- **Urbana, IL**: An ordinance adopted this month updates the city’s comprehensive plan to direct a Complete Streets approach in transportation projects and to update relevant codes to reflect this policy. Urbana, in downstate Illinois, is home to much of the University of Illinois at Urbana-Champaign’s campus. ([Source](http://urbanaillinois.us/sites/default/files/attachments/ordinance-2011-11-118.pdf))

- **Lathrup Village, MI**: On September 19, this community of approximately 4,000 adopted a Complete Streets ordinance. Located northwest of Detroit and with a significant historic district, the Village is already taking steps toward implementation by developing a non-motorized plan and a specific improvement program for walking and bicycling facilities. ([Source](http://michigancompletestreets.wordpress.com/2011/11/04/lathrup-village-adopts-complete-streets-ordinance/))

- **St. Cloud, MN**: St. Cloud, 65 miles northwest of the Twin Cities, joined the ranks of Minnesota communities with Complete Streets policies on November 7, overcoming previous setbacks in their policy’s adoption. Though the general public has been in favor of Complete Streets, and the policy enjoyed support from the City Engineer, the Community Development Director, and the Mayor, a vote to adopt the policy failed in September. ([Source](http://www.sctimes.com/article/20111108/NEWS01/111070051/St-Cloud-leaders-OK-complete-streets-policy))

- **Burien, WA**: On October 3, the Burien City Council adopted an ordinance to amend city code so that all transportation projects incorporate the needs of all road users. Burien, a suburb of Seattle, worked with Seattle-King County Public Health and local advocates at the Cascade Bicycle Club to develop the ordinance.
Quick Takes: Policy Action

- **Sacramento, CA:** A redesign of K Street – long a pedestrian thoroughfare – was an opportunity to apply Complete Streets thinking to balance many modes. The street now balances pedestrians, bicyclists, trolleys, and automobiles through thoughtful planning and design. The City hopes this move will help spur economic development by creating a more livable downtown. (*Sacramento News Review* http://www.newsreview.com/sacramento/cruising-on-k/content?oid=4396502)

- **New Haven, CT:** With a Complete Streets policy on the books and enshrined in a new design manual, City elected officials didn’t back down when confronted with proposed plans for Route 34 and pushed for a design that was friendlier to all users. (*New Haven Independent* http://www.newhavenindependent.org/index.php/archives/entry/cyclists_pedestrians_win_on_downtown_crossing_redesign/id_42056)

- **Michigan:** The Complete Streets Advisory Council established by the state’s 2010 Complete Streets law, will be meeting this Thursday, November 17. [http://www.michigan.gov/mdot/0,1607,7-151-9623_31969_57564---,00.html](http://www.michigan.gov/mdot/0,1607,7-151-9623_31969_57564---,00.html)

- **Lansing, MI:** As directed by its 2009 Complete Streets ordinance, the City of Lansing has released its plan for implementing Complete Streets, creating networks multimodal networks via 53 approved or conceptual projects. (*WILX News* 10 [http://www.wilx.com/home/headlines/Lansing_Unveils_Complete_Streets_Plan_133670233.html](http://www.wilx.com/home/headlines/Lansing_Unveils_Complete_Streets_Plan_133670233.html))

- **Oxford, MI:** With a Complete Streets resolution in place since January 2011, the Downtown Development Authority of Oxford is now working on Complete Streets plans to make a more livable and attractive downtown area. [http://www.downtownoxford.org/index.php?option=com_content&view=article&id=121&Itemid=228](http://www.downtownoxford.org/index.php?option=com_content&view=article&id=121&Itemid=228)

- **Hoboken, NJ:** The City and the state Department of Transportation collaborated on a Complete Streets Awareness event earlier this month to help community stakeholders and the interested public learn more about what the two agencies are doing to create safer, better streets. [http://www.hobokennj.org/2011/11/complete-streets-awareness-event-at-hoboken-public-library/](http://www.hobokennj.org/2011/11/complete-streets-awareness-event-at-hoboken-public-library/)

- **Salt Lake City, UT:** The City’s second annual bicycle count reveals exciting results. After investing in approximately 50 lane miles of on-street bicycle facilities, the number of people riding bikes is up 27% over last year’s count. Salt Lake City adopted a Complete Streets ordinance in 2010. (*Deseret News* [http://www.deseretnews.com/article/705393573/Bike-count-shows-jump-in-cyclists.html](http://www.deseretnews.com/article/705393573/Bike-count-shows-jump-in-cyclists.html))

- **Issaquah, WA:** Having identified deficiencies in its sidewalk network following the adoption of its Complete Streets policy in 2007, Issaquah is now replacing sidewalks along Front Street. [http://www.ci.issaquah.wa.us/Page.asp?NavID=1769](http://www.ci.issaquah.wa.us/Page.asp?NavID=1769)
Federal Policy Update
The Senate Environment and Public Works committee released their portion of the transportation authorization bill, Moving Ahead for Progress in the 21st Century (MAP-21) earlier this month. The committee debated and passed the bill on November 9th. The bill did not incorporate language from the Safe and Complete Streets Act (S. 1056), introduced earlier this year.

http://www.completestreets.org/policy/federal/map-21-and-complete-streets/

There are positive aspects to the bill; for more details, see our blog post as well as the statements from Coalition Steering Committee members America Bikes and Transportation for America.

http://www.completestreets.org/policy/federal/map-21-and-complete-streets/

We are continuing to work towards incorporation of a Complete Streets policy into the next transportation bill. Our next opportunity is when the bill moves to the floor. Please let your Senators and Representatives know that a Complete Streets policy keeps all users of the road safe and provides for transportation options!

http://www.completestreets.org/takeaction

COALITION NEWS
Partnership Brings Complete Streets Help to Two Communities
With support from the U.S. Environmental Protection Agency, Coalition Steering Committee member Smart Growth America has partnered with us to provide two free Complete Streets workshops in 2012. After a competitive selection process, we’re excited to be heading to New Orleans, Louisiana, where a Complete Streets ordinance will be heard by City Council next month, and Deerfield Beach, Florida, where the community wants to turn its existing streets to Complete Streets. These workshops are also available on a fee-for-service basis; contact linda@apbp.org for more information.


AARP Gets to Work in Texas
Though most everything else is bigger in Texas, AARP Texas isn’t convinced mobility options for the state’s aging population are the right size. Volunteers have begun conducting pedestrian safety audits across the state, including in El Paso, Dallas, Houston, Beaumont, Sherman, San Angelo, Austin, San Antonio, and McAllen. This information will be used to make the case for more Complete Streets solutions, including a renewed push for a state law when the legislature meets again in 2013. A bi-partisan group of legislators put forward a Complete Streets bill this year, but it failed to reach the floor in either chamber.
APWA Renews Coalition Partnership
The American Association of Public Works (APWA) renewed their Bronze Partnership this month. APWA develops and supports the people, agencies, and organizations that plan, maintain, and improve communities through public works.
http://apwa.net/

Are You a Partner or Member? Check our list of Coalition Partners and members: is your agency, organization, or business (or even yourself!) listed? If not, please join our Coalition, and donate at the Supporting Member or Partner level if you can. Our work depends upon your support!
http://www.completestreets.org/who-we-are/funders-and-partners/
http://www.completestreets.org/who-we-are/members/
http://www.completestreets.org/donate

COMPLETE STREETS NEWS
Majority of Missourians Support Complete Streets
For the past three years, the Missouri Department of Transportation’s public opinion poll has asked residents if they agreed with a proposal to spend up to 25% of a transportation project’s budget on facilities for walking, bicycling, and riding public transportation – with that cost reducing the total number of projects that could be built. In 2008 and 2009, 47% of Missourians supported that statement; last year, the most recent data year, 53% agreed. This comes as no surprise to us, as we’ve seen the surge in Complete Streets policies adopted across the state in the last 18 months. The Missouri Bicycle and Pedestrian Federation points out that while the DOT does not have a Complete Streets policy, it has increased its efforts to accommodate all users.

The Green Beyond the Paint
Complete Streets are an economic development strategy, posits Steven Miller, Executive Director of New England Healthy Weight Initiative at the Harvard School of Public Health, in a recent article. He dives into the complexities of the seemingly simple idea, explaining how Complete Streets is a new framework for our communities that goes beyond just road design. Three areas that stand to benefit most from this new framework, especially in terms of economic development, are suburban business areas and their adjoining residential areas; urban neighborhoods; and older, inner-ring highways. Read on to learn why.
http://blog.livablestreets.info/?p=504

Massachusetts Launches Training Initiative
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The Massachusetts Department of Transportation has launched its ambitious statewide Complete Streets training plan with two workshops held this month. The trainings will provide transportation professionals, local leaders, and decision-makers a solid framework for translating the Complete Streets concept locally. John LaPlante, a National Complete Streets Coalition workshop instructor and leader in the Complete Streets movement, and Tom Errico, a National Complete Streets Coalition Speakers Bureau member, are among the project leads; both work for T.Y. Lin International, a Coalition Silver Partner. The National Complete Streets Coalition is providing resources for the trainings. MassDOT’s 2006 *Project Development and Design Guide* established the state as a national leader in Complete Streets.

http://baystateroads.eot.state.ma.us/workshops/
http://www.completestreets.org/workshops

Quick Takes: Complete Streets Talk Across the Country

- **Orlando, FL:** Many teenagers in central Florida face danger early in the morning: walking to school in the pre-dawn hours, along roads without sidewalks or streetlights. Nearly a dozen have been struck by cars in the last year. The *Orlando Sentinel* editorial board opines that it’s time for the region to shed its reputation as a pedestrian danger zone through smart, low-cost Complete Streets investments.


- **Pensacola, FL:** Rob Doss, the director of transportation for the Escambia County School District, writes a well-argued letter to the *Pensacola News Journal* detailing how an investment in Complete Streets can offset the high costs of ‘hazard busing’ for students.

  http://www.pnj.com/article/20111113/OPINION/111130309/Viewpoint-Walking-biking-infrastructure-safer-kids-smart-taxpayers?odyssey=mod%7Cnewswell%7Ctext%7CFRONTPAGE%7Cs

- **Moscow, ID:** Volunteers lined up to help count pedestrians and bicyclists traveling through 25 different locations in an effort to document the community’s needs. The data will help inform the development of a Complete Streets policy. (*Argonaut* [http://www.uiargonaut.com/stories/sections/news/stories/2011/october/14/moscow_to_gain.html])

- **Kentucky:** The Kentucky Heart Foundation, the Healthy Kids, Healthy Communities Coalition, and the ACHIEVE initiative have joined forces to advocate for Complete Streets in Boyd and Greenup counties.


- **Louisiana:** The state Department of Transportation and Development received an the Safety Leadership Award from the American Association of State Highway Transportation Professionals’ Standing Committee on Highway Traffic Safety this year, in part because of its 2010 Complete Streets policy. (*Gonzales Weekly Citizen* [http://www.weeklycitizen.com/newsnow/x1138515945/Louisiana-DOTD-receives-Safety-Leadership-Award])

- **New Orleans, LA:** A proposed Complete Streets ordinance is gaining positive media attention, with a report from WWLTV and an op-ed in *The Lens*. City Council will hear

- **Wantagh, NY**: Sandi Vega, the mother who advocated tirelessly for a Complete Streets law in New York, was named ‘Champion of Safer Streets’ by the nonprofit Tri-State Transportation Campaign. Vega’s teenage daughter was fatally struck by a car while crossing the street on her way to school last year. ([Wantagh Patch](http://wantagh.patch.com/articles/wantagh-woman-named-champion-of-safer-streets-by-tri-state-transportation-campaign#c)
- **Dallas, TX**: The Dallas Complete Streets Team has held a number of open houses over to collect input from residents across the city; the information will inform the City’s Complete Streets vision and policy. Three more events remain this year. [http://www.dallascompletestreets.com/events.html](http://www.dallascompletestreets.com/events.html)

**Incomplete Streets Death: Margaret Gibbons**

Five days after being struck by a car while crossing the street, Margaret Gibbons, 78, died from her injuries. She was less than a half-mile from her home, at the busy intersection of Northwest Highway and Benton Street in Palatine, IL. It is signalized and has crosswalks, but neighbors say more needs to be done; her death is the second in less than two years at the intersection. One neighbor points out how the signal doesn’t allow enough time for pedestrians to cross without breaking into a run.


**RESOURCES**

**Switch Some Trip to Bikes and Have Cleaner Air and Improved Health**

Researchers at the University of Wisconsin have found that Midwesterners could see huge benefits from simply biking for half of their short trips rather than driving a car. This small change would save about $3.8 billion per year from avoided mortality and reduced health care costs for conditions like obesity and heart disease. Their study, published in *Environmental Health Perspectives*, also found that the combined benefits of improved air quality and physical fitness would exceed $7 billion per year and save 1,100 lives annually. [http://ehp03.niehs.nih.gov/article/info%3Adoi%2F10.1289%2Fehp.1103440#top](http://ehp03.niehs.nih.gov/article/info%3Adoi%2F10.1289%2Fehp.1103440#top)

**Healthier Americans for a Healthier Economy**

Trust for America’s Health released a new report, Healthier Americans for a Healthier Economy, featuring six case studies focused on the relationship between health and economic
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development. Several of the case study communities are working to adopt and implement Complete Streets policies.  
http://tfah.org/report/90/

Wider, Straighter Roads Aren’t Always Safer  
Pippa Brashear of the Project for Public Spaces pulls together research and stories to illustrate how the traditional approach to roadway design has resulted in more dangerous streets for everyone. She also links to several resources for communities looking for better guidance on building safe streets.  
http://www.pps.org/articles/wider-straighter-faster-roads-aren%E2%80%99t-always-safer/

Research Synthesis: Physical Activity Access for Minority and Low-Income Communities  
Active Living Research has released research synthesis that finds that racial and ethnic minorities and lower-income children are more likely to live in neighborhoods with fewer and lower-quality sidewalks and face more danger from traffic.  

Webinar: Increasing Bicycling in Low-Income Communities  
The Safe Routes to School National Partnership and the SRAM Cycling Fund have teamed up to bring you a free webinar on November 30 at 1:00 pm ET on engaging low income communities in bicycling. Register online today.  

How a Blind Person Crosses a Street  
In this YouTube video, Tommy Edison illuminates the ways intersection design affects people with low vision, and explains some techniques that are particularly helpful for traveling.  
http://www.youtube.com/watch?v=48DqdwzftnQ

NAACP Childhood Obesity Advocacy Manual  
Childhood obesity plagues African-American populations at a disproportionate rate. To help combat this, the NAACP developed an advocacy manual focused on three policy areas to address the root causes of childhood obesity: the built environment (including transportation), food environments, and school-based policies.  
http://action.naacp.org/page/s/childhood-obesity-manual

FDOT Study Examines Passing Distance, Safety  
The Florida Department of Transportation released a study on the effects of restriping travel lanes to create a wider outside lane for shared bicycle and automobile travel on passing behavior. Analysis of more than 2000 passing events led to some interesting findings, including that motorists were more likely to pass closer to bicyclists when the outside lane was narrower and that bicyclists were given more space if they didn’t ride too close to the curb or too close to the center lane. Read the rest of the study online.  
http://www.trb.org/Main/Blurbs/166136.aspx
Apply for Walk-Friendly Status Today
The Pedestrian and Bicycle Information Center is now accepting applications from communities to be considered ‘walk-friendly.’ Applications are due January 16, 2012.
http://www.walkfriendly.org/

QUOTES
“The advantage of inserting a dialogue about all users at the earliest stages of project development is that it provides the designers and engineers the best opportunity to create solutions at the best price. It is easier and cheaper to build it right the first time than to retrofit the project later.”
– James Simpson, New Jersey Department of Transportation Commissioner

“Planning for transportation in this way can be even more affordable than a traditional planning approach that we’ve had of building bigger streets, bigger bridges and things to accommodate more vehicles. I think that we’re finding in the long term we have to spend more dollars in maintenance and upkeep for those facilities. So, for us to put in these kind of facilities that accommodate bikes and pedestrians, we’re finding that not only are people demanding them, asking to use them, but I think we’re finding they’re just as affordable if not more affordable than the traditional transportation approach.”
– Andrew Maxwell, Planning Director for the City of Syracuse, New York
http://centralny.ynn.com/content/features/562183/going-green---bike-roads/