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COMPLETE STREETS POLICY PROGRESS
Safe Streets Measure Included in Senate Authorization Bill
In a major step forward for Complete Streets, the U.S. Senate Committee on Commerce, Science, and Transportation passed a federal transportation authorization bill that includes a measure for the safe accommodation of all users in federally-funded street projects. Alaska Senator Mark Begich offered the amendment that established this measure and accepted an amendment from Senator John Thune of South Dakota. The Committee voted unanimously in favor of the measure. With this measure in place, the proposed bill now directs the U.S. Secretary of Transportation to create standards for the safe accommodation of all road users, and allows the Secretary to waive the standards for states that have their own policies. The amendments modified S. 1950, the Commercial Motor Vehicle Safety Enhancement Act, which is one of the Commerce Committee’s contributions to the overall reauthorization package.
http://thomas.loc.gov/cgi-bin/bdquery/z?d112:s.01950:
Thousands of members and supporters of the National Complete Streets Coalition and the Complete Streets movement contacted their Senators prior to the vote. The Coalition thanks everyone for helping ensure that Complete Streets will be part of the conversation as the federal transportation authorization moves forward. Read more about the amendment and the incredible support from people across the country on our blog.


Though yesterday’s vote was an important moment for the movement, there are still many opportunities to strengthen a Complete Streets policy in the bill as it moves ahead. Bills from several Senate committees will be combined, and the House will have its own versions making their way through the process. We will continue to need your support in coming months.

In the House of Representatives, Representative Steven LaTourette of Ohio, an original co-sponsor of the Safe and Complete Streets Act, recently affirmed his commitment to ensuring a Complete Streets policy is included in the authorization bill. We are energized by his statement, and want to other Representatives to join him in pressing for a Complete Streets policy. Please be sure to let your Representative and Senators know that you support safe streets for people of all ages and abilities, regardless of how they travel. We anticipate seeing the first proposal in late January or February.

http://www.completestreets.org/takeaction

**Safer Streets for Rochester**

Rochester, New York may want to change its motto to “Made for Active Living” following the unanimous adoption of a Complete Streets ordinance by City Council on November 15. The policy comes on the heels of the city’s new Bicycle Master Plan and was supported by city staff, the Healthi Kids Initiative, and neighborhood groups including Project HOPE. To ensure this policy and its goals are carried out, the City Council will hear annual reports on compliance and all transportation studies and reports will make note of their Complete Streets approach. Residents and visitors may soon see the city’s commitment to Complete Streets on a much larger scale, as the city seeks to replace a “inefficient” grade-separated expressway with a multi-lane boulevard with safe facilities for walking, bicycling, and traveling by automobile.

http://healthikids.org/
https://www.facebook.com/pages/Project-HOPE/168974756457808
http://www.rbj.net/article.asp?alID=189651

**Ordinance Adopted in San Antonio**

Big news from a place that doesn’t do anything small: San Antonio is the first city in all of Texas to adopt a Complete Streets policy. On September 29, City Council green-lighted the policy, directing the Alamo City’s planners and engineers to employ a flexible approach in their transportation work and to consider stormwater management and place-making strategies. Leaders hope that this will help people to be active, enhance travel options, and boost the local economy.
Quick Takes: Policy Action

- **Mobile, AL:** Mobilians are cheering on their new traffic engineer Jennifer White, who has been making strides in supporting implementation of the city's Complete Streets policy. ([Mobile Press-Register](http://blog.al.com/live/2011/11/new_traffic_engineer_gets_high.html))

- **West Sacramento, CA:** Mayor Christopher Cabaldon and area residents cheered the completion of the Tower Bridge Gateway, a former freeway that is now a landscaped boulevard safe and convenient for pedestrians, bicyclists, and motorists. Long a priority for the city and the regional planning organization, the new street helps connect neighborhoods and employment centers, and may be home to a streetcar in the future. ([Sacramento Bee](http://www.sacbee.com/2011/12/04/4098155/west-sac-gateway-completed.html))

- **Royal Oak, MI:** As part of their efforts to implement Complete Streets policies, six Detroit-area towns are joining forces to create a vision and plan for a regional bike route map. ([Royal Oak Patch](http://royaloak.patch.com/articles/royal-oak-residents-invited-to-brainstorm-regional-bike-routes))

- **Sault Ste. Marie, MI:** Following its 2010 Complete Streets resolution, the City is in the early stages of identifying priorities for non-motorized transportation projects. ([Sault Ste. Marie Evening News](http://www.sooeveningnews.com/mobiletopstories/x1821247734/City-taking-serious-look-at-trails))

- **Red Wing, MN:** City Council gave unanimous approval to a communitywide Bicycle and Pedestrian Master Plan earlier this month. The plan, which stems from the city’s adopted Complete Streets policy, sets goals such as improving safety and health and establishes a network of improvements and routes for walking and bicycling. ([Red Wing Republican Eagle](http://www.republican-eagle.com/event/article/id/78028/))

- **Montclair, NJ:** Council amended its 2009 Complete Streets policy to provide additional flexibility in recognition of the value of the policy. Now city engineers are authorized to allocate up to 20% of a project’s cost to non-car uses, up from 5%. The Coalition advises that any such percentages be used as advisory, not absolute, numbers to allow for maximum flexibility. ([Montclair Patch](http://montclair.patch.com/articles/council-approves-pinnacle-and-new-complete-streets-policy-during-lengthy-meeting))

- **New York City, NY:** The latest numbers from the city’s “Commuter Cycling Indicator” show an 8% increase in bicyclists over 2010 and a 102% increase compared to 2007. Its “Pedestrian Volume Index” is also measuring gains, with 10% more pedestrians than in 2007 and some locations seeing 58% more foot traffic since just last year. The city is also on track to have the lowest annual traffic fatalities in a century. ([NYC DOT](http://cityroom.blogs.nytimes.com/2011/12/06/you-like-walking-in-the-city-so-do-plenty-of-others/?ref=todayspaper), [Transportation Nation](http://transportationnation.org/2011/11/30/nyc-on-track-to-have-lowest-traffic-fatals-in-a-century/))
COALITION NEWS

Movement Grows in South Carolina, Coalition Helps
Support for Complete Streets has been growing steadily in South Carolina, and two events in the last month mark the start of a larger campaign to ramp up policy adoption and implementation statewide. The National Complete Streets Coalition was able to lend a hand, thanks to the Centers for Disease Control and Prevention’s Communities Putting Prevention to Work program. In November, an all-day Complete Streets event attracted nearly 50 people from across the state to learn about Complete Streets, both nationally and in the Palmetto State. Complete Streets Workshop Instructor Roger Henderson facilitated. Earlier this month, Coalition Executive Director Barbara McCann met with a cadre of state-level stakeholder organizations, including Eat Smart Move More South Carolina, AARP South Carolina, and the Palmetto Cycling Coalition, to begin laying the foundation for the next year’s statewide campaign.

http://www.completestreets.org/changing-policy/workshops/

Partners in Complete Streets
Advocates, elected officials, local engineers, and national non-profit members of the Coalition all deserve a lot of credit for making the Complete Streets movement hum. But another sector is important to our Coalition’s success: consulting firm partners. Our Complete Streets Partners are in communities every day, building Complete Streets. In recognition of that role, we’re ramping up our Partner benefits in the new year – making now a great time to affirm your commitment to Complete Streets by joining the Coalition.

http://www.completestreets.org/coalition/partners-in-complete-streets/
https://org2.democracyinaction.org/o/5184/p/salsa/donation/common/public/?donate_page_KEY=7852

Coalition Welcomes New Partners
As mentioned above, our Partners do much of the lifting when it comes to putting Complete Streets plans into place and on the ground. Parsons, a global engineering, construction, technical, and management services firm, joined the Coalition at the Platinum Partner level this year and now serves on our Steering Committee. Read how Parsons works to create better, safer streets and how they plan to support the Complete Streets movement on our blog.

http://www.completestreets.org/coalition/spotlight-on-parsons/

We also welcome two new Silver Partners: Gannett Fleming and Streetscape Services LLC. Look for more information about them in coming months.

http://www.gannettfleming.com/
http://www.streetscapeservicesnj.com/

COMPLETE STREETS NEWS
Why Complete Streets Succeeds
When we started the Complete Streets movement, we didn’t look at where we would like every community to arrive. We looked at where communities are now -- which, for many communities, is a pretty grim place. Executive Director Barbara McCann explores why this starting point has helped lead to our success.
http://www.completestreets.org/resources/why-complete-streets-succeeds/

Tackling the Costs Question
For the last few months, we’ve asked you to share you stories, photos, and quotes on Complete Streets in your community (please keep sending them in!) in support of our new tools to help communities understand what Complete Streets means for their bottom lines. On December 1, Norm Steinman of the Charlotte Department of Transportation joined Barbara McCann to talk through the main points related to costs: that Complete Streets are necessary to accommodate existing users; that projects can be achieved within existing transportation budgets; that they make transportation projects more popular and can garner support for funding; and that they add lasting value to the community and transportation system. Streetsblog Capitol Hill summarized these points last week, and you can check out our draft version of talking points online; more to come soon!
http://www.completestreets.org/stories
http://dc.streetsblog.org/2011/12/08/combating-the-myth-that-complete-streets-are-too-expensive/
http://www.completestreets.org/webdocs/complete-streets-examples-needed.pdf

Quick Takes: Complete Streets Talk Across the Country
• **DeKalb County, GA**: The DeKalb Board of Health, in partnership with other local organizations, held a public meeting in late November to begin building a diverse coalition in support of a Complete Streets policy for the County.
  http://www.wsbtv.com/events/detail/751695/

• **Indianapolis, IN**: The City is exploring a Complete Streets approach in several recent projects, improving safety for motorists, adding bike lanes, and repairing sidewalks. The Health by Design coalition writes a compelling letter to the editor about the need for Complete Streets policies throughout the region.
  http://www.indystar.com/article/20111129/OPINION01/111290373/Don-t-forget-walkers-cyclists-street-design?odyssey=mod%7Cnewswell%7Ctext%7COpinion%7Cp (Indianapolis Star

• **New Orleans, LA**: A proposed Complete Streets ordinance will be up for vote on Thursday, December 15. http://kidswalknola.org/2011/11/30/council-vote-on-complete-streets-deferred-to-december-15/

• **Birmingham, MI**: Reliance on a single measure of street performance that relates only to automobile travel may kill a worthy street project. (Birmingham Patch
• **Northfield, MN:** A Complete Streets policy, championed by Councilor Betsey Buckheit, may be on the Council’s agenda for 2012. ([Northfield Patch](http://northfield.patch.com/articles/city-council-considers-complete-streets-policy))

• **Las Vegas, NV:** In the last year, one in four pedestrians in the region involved in a crash were between the ages of 1 and 15. One mother has started speaking out, encouraging safer streets through design and enforcement. The regional planning agency, meanwhile, will take (?) the wraps off a major Complete Streets report and initiative this spring. ([Las Vegas Sun](http://www.lasvegassun.com/news/2011/dec/08/more-one-fourth-car-pedestrian-accidents-involve-c/))

• **New Jersey:** An analysis by the non-profit Tri-State Transportation Campaign identifies arterials in Southern Jersey as the most dangerous for bicyclists. These roads were also found to be the most dangerous for pedestrians. ([http://blog.tstc.org/2011/11/30/new-analysis-identifies-most-dangerous-roads-for-bicyclists-in-southern-new-jersey-counties/](http://blog.tstc.org/2011/11/30/new-analysis-identifies-most-dangerous-roads-for-bicyclists-in-southern-new-jersey-counties/))

• **Hoboken, NJ:** Putting a Complete Streets policy on the books has earned the city a Leadership Award from Sustainable Jersey. ([New Jersey Future](http://www.njfuture.org/2011/11/17/hoboken-leadership-award/))

• **Long Island, NY:** As new residents, many of them older adults, demand more than conventional suburban development, communities are responding: building Complete Streets and walkable, transit-accessible developments. ([New York Times](http://www.nytimes.com/2011/12/04/realestate/long-island-in-the-region-walkable-steps-into-the-spotlight.html?_r=1))

• **Lawton, OK:** Supported by the City Manager, a Complete Streets policy is being considered by the city council. ([KSOW-TV](http://www.kswo.com/story/16050549/council))

• **Dallas, TX:** Part of the city’s efforts to adopt an actionable Complete Streets plan, a survey of residents found that 70% of residents would allocate 10% or more of existing street space to non-car purposes such as walking and bicycling. Nearly 80% would accept street modifications that would result in a slightly longer commute if it meant more people would be walking and bicycling. ([Bike Friendly Oak Cliff](http://bikefriendlyoc.wordpress.com/2011/11/03/dallas-poll-finds-majority-would-reduce-car-lanes-for-bikes/))


**Incomplete Streets Death: Alfonso Morales**

On Monday morning, Alfonso Morales of El Paso, Texas was fatally struck by a motorist on Alabama Road. Morales, 83, was walking to 6:00 am Mass at Our Lady of Guadalupe Church, just down the street from his home. Though the neighborhood has sidewalks, crosswalks across the 4-lane Alabama Road are scarce and fading. Alfonso Morales is the 17th pedestrian to die in El Paso this year, and the 70th traffic fatality.
RESOURCES

U.S. Traffic Fatalities – New Numbers and Shocking Map
The National Highway Traffic Safety Administration (NHTSA) just released 2010 fatality and injury data. While this year marks the lowest number of roadway fatalities in 60 years, an uptick in pedestrian injuries and deaths is cause for concern. Using NHTA's data from 2001 through 2009, a British transportation information firm, ITO World, mapped traffic fatalities of all types. It is a sobering visualization of our need for more complete streets. Coalition Steering Committee member League of American Bicyclists commented on what the fatality data means for Complete Streets.

http://map.itoworld.com/road-casualties-usa#

Report: Supporting Age-Friendly Communities with State Policies
The vast majority of older adults want to stay in their communities as they age, continuing to be part of their social and religious groups, seeing their trusted doctors, and remaining near family and friends. However, their ability to "age in place" will be determined in part by how communities are designed. A new report from AARP's Public Policy Institute and the National Conference of State Legislatures points to policies that will enable older adults to continue living in their communities -- including state-level Complete Streets policies.

http://www.aarp.org/home-garden/livable-communities/info-11-2011/Aging-In-Place.html

Report: Ensuring Universal Access to Bus Rapid Transit
Bus Rapid Transit (BRT) systems are growing in popularity across America and throughout the world. BRT can significantly improve accessibility for those with disabilities, but doing so requires attention to critical details such as how well those potential customers can access the stations. This report offers case studies in design, operation, and outreach to ensure universal accessibility.

http://www.vtpi.org/AEI_BRT.pdf

Get Help In Creating Accessible Transportation...
Easter Seals Project ACTION is now accepting applications for its Accessible Transportation Coalitions Initiative. Through the ATCI, ten communities will receive expert help developing a plan to improve transportation options for people with disabilities for a full year. Applications are due December 22.

http://projectaction.easterseals.com/site/PageServer?pagename=ESPA_Mobility_Planning&autologin=true

...And for Improving Mobility for Older Adults
The National Center on Senior Transportation is accepting proposals for transportation projects that demonstrate innovative and effective solutions to enhance the mobility of older adults.
Funding may be used to create comprehensive mobility management systems, increase mobility in urban and rural areas, and improve public transit access for older persons. Proposals are due December 23. The Center is also hosting an online dialogue for individuals and organizations to share experiences, methods, strategies, and recommendations related to planning for the transportation needs of older adults. Be sure to join in!

http://ncsttalks1.ideascale.com/

Is Your Community a Sustainable Community?
Nominations for the annual Siemens Sustainable Community Awards program, offered by the U.S. Chamber of Commerce Business Civic Leadership Center and Siemens USA, will be accepted through January 13. Apply today and have your Complete Streets and other economic and environmental sustainability efforts recognized nationally.

http://sustainablecommunity.uschamber.com/

Know a Bicycle or Pedestrian Rock Star?
What individuals, organizations or businesses are making your city or state a better place to walk and bike? Recognize their leadership by nominating them for a 2012 Advocacy Award from the Alliance for Biking & Walking. Nominations are due December 18.

http://www.peoplepoweredmovement.org/site/index.php/site/media/advocacy_awards/

Free Walking App
Every Body Walk, an online campaign to get Americans walking, released a new, free app that allows users to personalize walking plans, discover walking paths, find walking groups, and more -- all in the name of improving overall health by walking just 30 minutes a day, five days a week.

http://everybodywalk.org/

QUOTES
“Our public roadways are a public amenity that belong to every single individual who lives in our community... I believe very strongly that this is a social justice issue. Our community doesn't deserve any less than any other community, and our children don’t deserve any less.”
– Melissa Mark-Viverito, New York City Council Member
http://www.streetsblog.org/2011/12/07/strong-majority-supports-protected-bike-lanes-at-east-harlem-hearing/

“What I do is not for everybody. But my big thing about it is you should have a choice.”
http://www.sooeveningnews.com/mobiletopstories/x1821247734/City-taking-serious-look-at-trails