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COMPLETE STREETS POLICY PROGRESS
City of Lee’s Summit Adopts First Policy in Kansas City, Missouri Region
In August 2009, the Lee’s Summit Strategic Plan called for establishing a Complete Streets approach to transportation projects. That goal is closer to reality now that City Council adopted a “livable streets” policy on November 4. The new policy applies to the design, construction, and maintenance of street projects and calls for facilities that balance the different modes and are appropriate to the community context. The future establishment of a Livable Streets Advisory Board will assist in the implementation of the policy.
Two New Policies in New York State

Kingston Common Council passed a resolution on November 9 to ensure safe travel for all users, regardless of age or ability, of the City’s transportation network by recognizing “pedestrians, bicyclists, transit riders and people with disabilities on the same level as motorists in the planning and design of street reconstruction and upgrades.” The resolution (see draft here) also establishes a Complete Streets Advisory Council to form implementation recommendations. The Healthy Kingston for Kids project, part of the Robert Wood Johnson Foundation’s Healthy Kids, Healthy Communities national program, was key in developing and promoting the policy in the southeastern New York City. Upstate, Elizabethtown adopted its own Complete Streets policy in mid-October. The new resolution calls for making “Complete Streets practices a routine part of everyday operations” and approaching “every transportation project and program as an opportunity to improve...the transportation network for all users.” The town’s 1,300 residents are early beneficiaries of the Essex Complete Streets Coalition, which formed in April 2010 to promote Complete Streets in the area.

Hoboken Commits to Complete Streets, Slower Speeds

On November 15, the Hoboken, New Jersey City Council took several steps to ensure safer streets and increased transportation choices for the City’s residents and visitors. The City adopted a Complete Streets resolution stating that “all public street projects, both new construction and reconstruction...shall be designed and constructed as ‘Complete Streets’ whenever feasible.” Council found that Complete Streets would help the City “increase the capacity and efficiency of the road network [and] reduce traffic congestion by improving mobility options,” among other benefits. The same night, Council officially endorsed a “Twenty is Plenty” initiative to encourage drivers to travel at 20 mph, a safer speed for everyone on the roads.

New Ordinance in Ferndale, Michigan

Ferndale became the third community in Michigan to adopt a Complete Streets Ordinance on October 25. With a unanimous vote from City Council and enthusiastic support from Mayor Craig Covey, the new ordinance aims to “improve the safety and efficiency of the City's transportation system and to promote the health and economic opportunities of residents and visitors.” A non-motorized network plan will be developed to ensure a network of Complete Streets throughout the city.


http://www.planetizen.com/node/46559

**Stewartville Is Eighth in Minnesota to Adopt Policy**
The Stewartville City Council unanimously approved a Complete Streets resolution on October 26. The town of approximately 5,000 now requires that all modes of transportation be considered on new and rebuilt streets. In adopting the resolution, Stewartville joins seven other Minnesota communities committed to Complete Streets.


**Lee County Puts Its Resolution into Action**
On November 1, Lee County, Florida County Commissioners heard the first annual report on implementation of last year’s Complete Streets resolution. The County has created an inter-departmental Complete Streets Team and action plan and timeline to ensure the intent of the resolution is realized. Among the steps identified are modifications to transportation planning and budgeting, establishment of an exceptions process, and incorporation of Complete Streets principles into existing plans and codes. Notably, the Department of Health is identified as a key partner in helping to establish new measures on transportation impact on health and improve data collected from bicycle and pedestrian crashes.

http://bikewalklee.blogspot.com/2010/10/implementation-status-of-lee-county.html

**California Releases Draft Guidelines for State’s Complete Streets Law**
The Governor’s Office of Planning & Research has released draft guidance for municipalities subject to the state’s 2008 Complete Streets Act, which goes into effect on January 1, 2011. The Act requires cities and counties to plan for networks of Complete Streets when updating the circulation element of their General Plans. OPR guidance recommends that local jurisdictions view all transportation improvements, new or retrofit, as opportunities to improve safety, access, and mobility for all travelers and recognize bicycle, pedestrian, and transit modes as integral elements of their transportation system. Public comments will be accepted through November 19.

http://opr.ca.gov/

**Quick Takes: Policy Progress**
- **Kauai, HI:** Building on the momentum of September’s Complete Streets Resolution, the Get Fit Kauai Built Environment Task Force has already begun to develop an implementation plan that includes reviewing current standards and codes, incorporating Complete Streets into existing and future plans, and continuing to work with a broad range of stakeholders. ([The Garden Island](http://thegardenisland.com/news/local/govt-and-politics/article_fc428bfe-e4b6-11df-8c15-001cc4c03286.html))
- **Michigan:** The Michigan Department of Community Health has awarded grants to nine communities to support the development and implementation of local Complete Streets policies. Eight communities received grants last year.
• **Kansas City, MO**: A draft update to the city’s Major Street Plan proposes tying street designs to the community context and approaching street design from a Complete Streets standpoint to accommodate all users. Public comment is currently being accepted. [http://www.kcmo.org/CKCMO/101910A](http://www.kcmo.org/CKCMO/101910A)

• **Omaha, NE**: The regional planning agency for the Omaha-Council Bluffs area is holding public meetings about its draft 2035 Long Range Transportation Plan, which dedicates significant space to ensuring a Complete Streets approach is taken in the region. ([NBC6 WOWT](http://www.wowt.com/news/headlines/Metro_Transportation_Focus_of_Upcoming_Meetings_108183289.html))

• **Chapel Hill, NC**: City staff is exploring how to build on current policies and standards in developing a Complete Streets policy for Chapel Hill. A community meeting will be held tonight, November 17 at Town Hall. [http://www.ci.chapel-hill.nc.us/index.aspx?page=1599](http://www.ci.chapel-hill.nc.us/index.aspx?page=1599)

• **Dayton, OH**: The Miami Valley Regional Planning Commission (MVRPC) unveiled its draft Complete Streets policy at a public meeting on November 16. The policy poses awarding extra priority points to projects that follow the Complete Streets approach. Public comments will be accepted through November 25. [http://www.mvrpc.org/news/public-meeting-scheduled-regarding-the-draft-regional-complete-streets-policy](http://www.mvrpc.org/news/public-meeting-scheduled-regarding-the-draft-regional-complete-streets-policy)

• **Seattle, WA**: The 2006 “Bridging the Gap” tax levy hit a major milestone this month: it has funded the repaving or rebuilding of 101 miles of key arterials. The levy is subject to a Complete Streets policy; $3 million (of the $80 million spent) has created numerous improvements for people on foot, on bikes, and riding public transportation. ([Seattle Post Intelligencer](http://blog.seattlepi.com/transportation/archives/225853.asp))

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**Federal Policy Update**

Midterm elections are over, and the National Complete Streets Coalition is assessing how to ensure a Complete Streets policy is included in the next federal transportation bill. One setback is the demise of the draft House transportation bill which included a Complete Streets provision; we will now work with new Transportation and Infrastructure Chair John Mica for its inclusion in a new version of the bill. The current transportation bill extension, which expires in December, is expected to get an 8- or 9-month extension, with a new bill expected to be written in the first part of 2011. During this time, the Coalition will work to achieve broad support for a new Complete Streets Act in the next Congress, and inclusion in the transportation bill. Look for upcoming information on how our local partners can help in making a federal complete streets policy a reality.


While we lost relatively few of the sponsors of our bill (9 in the House, 2 in the Senate), we lost a huge champion in Representative James Oberstar of Minnesota, chair of the House Transportation and Infrastructure Committee and a steadfast supporter of Safe Routes to School, bicycling, and active transportation. Coalition Steering Committee members Safe Routes to School National Partnership and League of American Bicyclists have been paying tribute.
http://www.saferoutepartnership.org/oberstar

The Complete Streets Act has a new co-sponsor in Rep. Sam Farr [CA-17]. If you live in Rep. Farr’s district, please thank him with our quick online tool. Live elsewhere? Be sure to share your support of a federal Complete Streets policy with your Congressional representatives.
http://action.smartgrowthamerica.org/t/6237/p/dia/action/public/?action_KEY=81

On the local level, the Center for Transportation Excellence points to an encouraging trend: of the 57 transportation ballot measures up for a vote in 2010, voters approved 44 (77%). The adopted measures included increasing funds for public transportation, pedestrian safety, and safe routes to school, in addition to basic street repair, showing that people want transportation choices.

**COALITION NEWS**

**Coalition Launches Technical Assistance Partnership with CDC**

We’re launching an exciting project that will combine the transportation expertise of the National Complete Streets Coalition with a powerful public health framework for creating healthier environments: Policy, Systems, and Environmental Change – or PSE for short. The Communities Putting Prevention to Work Program at the Centers for Disease Control and Prevention (CDC) is using this model to fund a number of communities fighting obesity through Complete Streets, among other strategies. We are excited to partner with these communities within the PSE framework.

**Equity Caucus Working for an Inclusive America**

The National Complete Streets Coalition is proud to have officially joined the Transportation for America Equity Caucus, formed by the nation’s leading civil rights, community development, racial justice, economic justice, faith-based, health, housing, labor, environmental justice, tribal, and transportation organizations. The Equity Caucus will work for transportation policies that advance economic and social justice in America. The Coalition believes that Complete Streets policies create affordable options for all people – regardless of income, race, age, or ability – and promote healthy, safe, and inclusive communities. Read more about the Caucus in a letter we recently sent to the White House.
http://t4america.org/equitycaucus/
Partner Spotlight: SvR Design Company
Earlier this month, we spoke with Tom von Schrader, PE, LEED®, a Principal at Coalition Platinum Partner SvR Design Company. As a Platinum Partner, Tom sits on the Coalition’s Steering Committee and helps guide the Coalition’s activities. He shared his other reasons for joining the Coalition with us: “I am very interested in change in the public realm,” he said, “I became a Coalition partner to support this great work and to help take it even further so that the Coalition looks at issues like storm water treatment and habitat creation.” He added that participating in National Complete Streets Coalition helps him connect with others who share his passion.

Not a Coalition Partner yet? Join Tom and our other Partners in making complete streets a reality across America.
http://www.svrdesign.com/
http://www.completestreets.org/get-involved/join-the-coalition/#partner

Coalition Welcomes Urban Engineers, Inc.
We’re pleased to welcoming Urban Engineers, Inc. to the Coalition as our newest Bronze Partner. Headquartered in Philadelphia, Pennsylvania, Urban Engineers works throughout the Northeast on planning, design, and construction management projects. Noted for its commitment to environmental sustainability, Urban Engineers was recently recognized by the Greater Valley Forge Transportation Management Association for their commitment to sustainable, alternative transportation.
http://www.urbanengineers.com/
http://www.completestreets.org/who-we-are/funders-and-partners/#partners

COMPLETE STREETS NEWS
Complete Streets By the Numbers
The Complete Streets movement has swept through communities of all sizes in all regions of the USA. We recently took a closer look at the communities adopting policies, answering questions like “what kind of community has adopted Complete Streets policies most frequently?” (it’s not major metropolises, though many of them have – it’s smaller cities in urban areas) and “is any region more likely to have Complete Streets policies?” (not really!) Our analysis had some expected results – as well as more surprising outcomes. Check our blog for details.
http://www.completestreets.org/policy/complete-streets-by-the-numbers/

The Challenges of “Completing” Rural Roads
As our geographic analysis found, Complete Streets policies are being adopted in communities of all sizes, ranging from big cities and town centers to smaller, rural towns. A recent article from the Tri-State Transportation Campaign describes how transportation professionals are
applying the Complete Streets approach to the unique challenges of rural roads and developing new design guidance to promote safer rural roads for all users.


Quick Takes: Complete Streets Talk Across the Country

- **Upper Arlington, OH**: The Mid Ohio Regional Planning Commission visited the Upper Arlington City Council to further explain its Complete Streets policy for the region. Council had previously been wary of the concept, but Councilman Edward Seidel said the presentation had helped council better understand Complete Streets and might be more receptive to the policy’s application locally. (Upper Arlington News http://www.columbuslocalnews.com/articles/2010/10/26/upper_arlington_news/news/uaroads%202010_20101019_1154am_1.txt)

- **Burlington, VT**: A trial road diet on Colchester Avenue has received overwhelmingly positive response, which may lead to a more projects that follow the Complete Streets approach. (Burlington Free Press http://www.burlingtonfreepress.com/article/20101027/NEWS02/101027035/Burlington-dedicates-lockers-for-bicycles)

- **Seattle, WA**: In a first-of-its-kind deal, Seattle Children’s Hospital will invest $2 million in bicycle and pedestrian infrastructure in its Northeast Seattle neighborhood. The hospital views the investment as not only neighborly, but also as helping kids become healthier through access to safe places to walk and ride bikes. Seattle Children’s planned expansion required vacation of a nearby street, and the hospital agreed to this investment as part of a concession with the City of Seattle and nearby residents. (PubliCola http://www.publicola.net/2010/10/28/childrens-hospital-to-invest-2m-to-improve-bike-and-ped-infrastructure/)

Incomplete Streets Death: Sarah Brazzell

Six-year-old Sarah Brazzell of Arlington, Texas, was struck and killed at the intersection of Ichabod Circle and Park Spring Boulevard. In order to make her morning walk to school with her mother, Brazzell had to cross four lanes of speeding traffic without sidewalks, crosswalks, or other facilities to make the crossing safe. Her death has lead to a public outcry for Complete Streets measures that will make local roads safer for children and other pedestrians.

http://www.star-telegram.com/2010/10/20/2563943/arlington-girl-dies-on-her-way.html

RESOURCES

**Obesity an “Infectious Disease”**

A new study reveals disturbing trends in America’s obesity epidemic. America’s obesity rate will continue to climb steadily for at least the next 40 years, when 42% of the total population will be considered obese. Further, one’s “obese social contacts” increase his or her risk of becoming obese by 0.5 percent per year.

http://www.reuters.com/article/idUSTRE6A35SO20101104

Twaddell, Toth Talk LOS
In the latest issue of Planning Commissioners Journal, Hannah Twaddell and Gary Toth explore how communities across the country are in need of new ways to measure how well our transportation systems are actually serving residents’ needs. They discuss mobility, accessibility, livability, and sustainability – and how an over-reliance on Level of Service for automobiles (i.e. moving many cars quickly) has resulted in dangerous roads for everyone and expensive “fixes” that ignore the community context. Twadell and Toth discuss their article on PCJ’s blog.


**Webinar on Nov. 23 Features NYC’s Landmark Pedestrian Safety Study**
There’s still time to register for next Tuesday’s Federal Highway Administration webinar featuring the New York City Department of Transportation’s recently completed, ground-breaking Pedestrian Safety Study and Action Plan and the State of California’s Pedestrian Safety Assessment Program. The webinar takes place from 1:00-3:00 Eastern. Register today!

**Personal Security and Safe Routes to School**
Whether traveling on foot, by bicycle, or on the bus, students deserve to feel safe as they make their way to school each morning. A new report from the National Center for Safe Routes to Schools shows how Safe Routes to School programs can make the areas around schools more secure for students. The report compliments a discussion earlier this year on how changes to the built environment can reduce the threat of violence.
http://www.saferoutesinfo.org/resources/education_personal-security.cfm?id=4619
http://www.completestreets.org/resources/complete-streets-for-low-income-children-a-focus-on-both-sides-of-safety/

**Initiative for Sustainable Communities and States**
Smart Growth America’s Leadership Institute has created a hub for state and local government officials and nonprofit professionals who have applied for or received Partnership for Sustainable Communities grants, including the USDOT TIGER II Livability Grants and HUD Sustainable Communities Regional Planning Grants. Be sure to join today to access this excellent resource! Communities looking to apply for future grants are also welcome to join.
http://www.sustainablecommunitiesandstates.org/sign-up-form-for-partnership-grant-applicants-and-recipients/

**States and Localities Allocate $1 Billion in Federal Funds Bicycle and Pedestrian Projects**
A survey of federal data conducted by the League of American Bicyclists found that $1.04 billion in federal transportation funds went to bicycle and pedestrian projects across the country in 2010. As in 2009, just about a third of this funding was allocated through the American Recovery and Reinvestment Act, including funding programs such as the multimodal TIGER I grant program. While biking and walking comprises twelve percent of trips, this money...
represents only two percent of all federal transportation funding. As the League points out, the same amount was spent on a single bridge project.  

QUOTES

“We live in an area where the mindset has always been about cars, so this is really a sea change in the way we think about transportation. But it’s a change that needs to happen, because we’re running out of oil and clean air.”
– Mayor Craig Covey, Ferndale Michigan  http://www.candgnews.com/Homepage-Articles/2010/11-3-10/Ferndale-Complete-Streets.asp

"The demand is there, the need is there. We want Complete Streets legislation and we want the Rails to Trails project. We want road networks that are safer, more livable, and welcoming to everyone."