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## QUOTES

National Complete Streets Coalition  
E-Newsletter 12/22/10

## COMPLETE STREETS POLICY PROGRESS

### Tennessee DOT Strengthens Policy

Tennessee Department of Transportation Commissioner Gerald Nicely issued a [newly updated Bicycle and Pedestrian Policy \(.pdf\)](#) this month, a big step forward in routinely building and operating a multimodal transportation network across the state. The policy, effective on December 1, supersedes and improves upon a 2004 DOT. This policy now applies not only to TDOT and its contractors, but also to local governments using federal funds for their transportation projects. It includes a new provision that bridge replacement and rehabilitation projects that use federal funds will include bicycle and pedestrian accommodations. Statewide advocates represented by Bike Walk Tennessee provided specific feedback on how to improve the state's policy.

### MPOs Step Up in Fargo-Moorhead, Kansas City Regions

Two agencies responsible for coordinating regional planning efforts have adopted Complete Streets policies. Up along the border of North Dakota and Minnesota, the Fargo-Moorhead Metropolitan Council of Governments (Metro COG) gave its final approval to a [Complete Streets policy](#) statement in late November. With its new policy statement, Metro COG will "plan and program public rights-of-way that fully integrate and balance the needs of all street users." In addition to changes at the MPO-level, the policy is intended to be used locally as foundation for local policies and justifying review of local ordinances and codes to support Complete Streets. Metro COG worked closely with its member local units of government, key stakeholders at the two state DOTs, and the public in developing and completing the policy.

Several hundred miles away, the Mid-America Regional Council (MARC) of the Kansas City, Missouri region, incorporated Complete Streets into its [Transportation Outlook 2040](#) plan that was adopted earlier this year. In its policy framework, the plan requires "transportation investments consider and include accommodations for all appropriate users, including bicycle, pedestrian and transit users" and sets the stage for the agency to work with local stakeholders to create a policy that will inform MARC's planning and programming processes. Importantly, the process of developing Transportation Outlook 2040 also resulted in a new project solicitation and evaluation process. Among other criteria, the new process rewards points based on the number of transportation modes directly integrated into projects and how well the project promotes use of non-motorized travel, which should put more Complete Streets projects into the region's transportation investment priorities.

### Michigan Gets Six More Local Policies

Complete Streets supporters in the Mitten State have much to celebrate as the year winds down, with six new local policies on the books across the state. On November 23, the Dexter Village Council unanimously adopted an [ordinance \(.pdf\)](#) to ensure all planned, designed, and constructed transportation projects are complete streets - and that the Master Plan and Capital Improvement Plan will include, at minimum, accessible facilities for people traveling by foot or bike. On December 7, the Taylor City Council unanimously approved its own [Complete Streets ordinance](#) - the fifth community in the state to do so.

Four others adopted resolutions in the last month. Hamtramck, Michigan's most internationally diverse city, won the unanimous approval of its [Complete Streets resolution \(.doc\)](#) in November. Thanks to the great work of [Safe and Active Genesee County \(SAGE\)](#), planners and engineers in Linden, a community south of Flint with a population of about 3,000 people, will now [consider pedestrians and bicyclists \(.doc\)](#) in their transportation projects. On December 2, the Village of Mackinaw City proclaimed its [unanimous support for Complete Streets \(.pdf\)](#) and the economic and health benefits that come from routinely planning and building complete streets. Last, but not least, [Disability Network/Lakeshore](#) shared the good news that the City of Allegan in West Michigan had unanimously adopted its own [Complete Streets resolution \(.doc\)](#) on December 13. Be sure to check in with the [Michigan Complete Streets Coalition](#) to hear about all the latest Complete Streets news from the state.

### Complete Streets Policies Continue to Multiply

Across the country, more and more communities are turning to Complete Streets policies in guiding their future transportation investments. In addition to the policies noted above, the Coalition has learned of a few additional local policies that were adopted recently. Charlottesville, Virginia Mayor Dave Norris [took to his blog](#) to announce the City Council's adoption of a Complete Streets Resolution on November 15. The resolution calls for all street projects undertaken by the city to be "designed and executed in a balanced, responsible and equitable way to accommodate and encourage travel by bicyclists, public transportation vehicles and their passengers, and pedestrians of all ages and abilities." On November 10, the City of Columbus, Indiana approved the [Thoroughfare Plan Element \(.pdf\)](#) of the citywide master plan, establishing a Complete Streets approach through its guiding principles of context-sensitive streets that "provide equality for various transportation options." Moving forward, each street in Columbus will be "designed and maintained with thoughtful consideration of each likely user," including people on bikes, in passenger vehicles, and on foot and buses, emergency vehicles, and commercial delivery trucks.

The National Complete Streets Coalition has collected a total of 211 policies adopted, with nearly 70 of those from the last twelve months. As always, [keep an eye on our Atlas](#), and let us know if we've missed something you think we should count as a Complete Streets policy!

### On to Implementation

The Coalition is turning more of our attention to ensuring effective implementation of Complete Streets policies, so the promise of a policy results in changes to practice and projects. We'll be including more of these stories in future newsletters - and watch for our new implementation tool in the coming months. [Please consider a year-end gift](#) to support this work!

### Connecticut Makes Strides in Implementing Law

Outgoing Connecticut Governor M. Jodi Rell [announced several significant changes](#) to policies and practices at the Department of Transportation that will help the state achieve a more balanced, inclusive, multimodal transportation network as envisioned by the state's 2009 Complete Streets law. [Among the five immediate changes](#) are a new program allowing the DOT to respond quickly to minor bicycle and pedestrian issues; a policy that sidewalks will be part of normal roadway design and that their funding is treated like any other road element; revisions to the project design manual to better include the needs of bicyclists and pedestrians; the opening of additional funding streams to bicycle and pedestrian projects; and improved collaboration with the state Department of Environmental Protection. The DOT is also looking to improve bicycle parking at train stations expand its road restriping program to create narrower travel lanes that slow traffic and improve safety for all users.

### New York City Receives Overall Excellence Award from U.S. EPA

New York City's Department of Transportation, with the Departments of Health, Design and Construction, and City Planning, took home the U.S.