



MEETING NOTICE & AGENDA

Please be advised that the Volusia Transportation Planning Organization (VTPO) **BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE (BPAC)** will be meeting on:

DATE: Wednesday, August 10, 2011

TIME: 3:00 PM

PLACE: Volusia TPO
2570 W. International Speedway Blvd.,
Suite 100 (Conference Room)
Daytona Beach, Florida 32114-8145

Ms. A.J. Devies, Chairperson

AGENDA

- I. CALL TO ORDER/ROLL CALL/DETERMINATION OF QUORUM/PLEDGE OF ALLEGIANCE
- II. PUBLIC COMMENT/PARTICIPATION (*Length of time at the discretion of the Chairperson*)
- III. FORMER BPAC MEMBER RECOGNITION/NEW BPAC MEMBER INTRODUCTION (*Enclosure, page 3*)
- IV. CONSENT AGENDA
 - A) APPROVAL OF JUNE 8, 2011 BPAC MEETING MINUTES (*Contact: Stephan C. Harris*) (*Enclosure, pages 4-30*)
 - B) RECOMMEND APPROVAL OF RESOLUTION 2011-19 AUTHORIZING THE SUPPLEMENTAL LOCAL AGENCY PROGRAM AGREEMENT WITH FDOT FOR BICYCLE/PEDESTRIAN SCHOOL SAFETY REVIEW STUDIES (*Contact: Stephan C. Harris*) (*Enclosure, pages 31-32*)

V. ACTION ITEMS

- A) REVIEW AND RECOMMEND APPROVAL OF THE DRAFT BICYCLE & PEDESTRIAN SCHOOL SAFETY REVIEW STUDY - PHASE 4** *(Contact: R. Sans Lassiter, Lassiter Transportation Group, Inc.) (Enclosure, Page 33)*
- B) REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2011-15 (AMENDED) REGARDING THE USE OF EXTRA URBAN (XU) SET ASIDE FUNDS FOR BICYCLE/PEDESTRIAN PROJECTS** *(Contact: Karl Welzenbach) (Enclosure, pages 34-37)*
- C) APPOINTMENT OF BICYCLE/PEDESTRIAN PLAN SUBCOMMITTEE MEMBERS** *(Contact: Stephan C. Harris) (Enclosure, page 38)*

VI. PRESENTATIONS AND DISCUSSION ITEMS

- A) PRESENTATION ON THE ORANGE CITY COMPLETE STREETS PROJECT** *(Contact: Wendy Hickey, Orange City Development Services) (Enclosure, pages 39-59)*
- B) PRESENTATION ON THE SR 40 PROJECT DEVELOPMENT & ENVIRONMENT STUDY** *(Contact: Mary McGehee, FDOT) (Enclosure, pages 60-78)*
- C) PRESENTATION ON REVISIONS TO THE VOLUSIA COUNTY BICYCLING MAP FOR THE EXPERIENCED CYCLIST** *(Contact: Stephan C. Harris) (Enclosure, pages 79)*

VII. STAFF COMMENTS *(Enclosure, page 80)*

VIII. INFORMATION ITEMS *(Enclosure, pages 80-99)*

- **“America Needs Complete Streets” from ITE Journal/April 2011**
- **Florida Safe Routes to School Updates – July 29, 2011**

IX. BPAC MEMBER COMMENTS *(Enclosure, page 80)*

X. ADJOURNMENT *(Enclosure, page 80)*

*****The next meeting of the BPAC will be Wednesday, September 14, 2011*****

NOTE: Individuals covered by the American with Disabilities Act of 1990 in need of accommodations for this public meeting should contact the Volusia TPO office, 2570 W. International Speedway Blvd., Suite 100, Daytona Beach, FL (386) 226-0422, extension 21 at least five (5) working days prior to the meeting date.

**SUMMARY SHEET
BPAC
AUGUST 10, 2011**

III. Former BPAC Member Recognition/New BPAC Member Introduction

Background Information:

Former BPAC Member Recognition

Mr. John Decarie was appointed to the BPAC by Mary Martin (formerly Port Orange Vice Mayor and TPO Board member) in November, 2005. Mr. Decarie served on the BPAC as Chairman from 2005 to 2007 and continued to serve as an active member until July 2011. Mr. Decarie is recognized for outstanding service and dedication to the BPAC.

New BPAC Member Introduction

Ms. Colleen Nicoulin was appointed by TPO Board Member Bob Ford. Her nomination was approved by the Port Orange City Council on July 19, 2011. Welcome to the BPAC, Ms. Nicoulin!

Action Requested:

As directed by the BPAC

**SUMMARY SHEET
BPAC
AUGUST 10, 2011**

IV. Consent Agenda

A) Approval of June 8, 2011 BPAC Meeting Minutes

Background Information:

Minutes are prepared for each meeting and must be approved by the BPAC. The June 8, 2011 meeting minutes are provided with this agenda packet for your review.

B) Recommend Approval of Resolution 2011-19 Authorizing the Supplemental Local Agency Program Agreement with FDOT for Bicycle/Pedestrian School Safety Review Studies

Background Information:

Resolution 2011-19 supports Supplemental Local Agency Program Agreement FPN #420995-1-14-01 between the Volusia TPO and Florida Department of Transportation to provide for Bicycle & Pedestrian School Safety Review Studies through December 31, 2011. Resolution 2011-19 is provided with this agenda packet for your review.

Action Requested:

Motion to approve the Consent Agenda

Bicycle/Pedestrian Advisory Committee (BPAC)
Meeting Minutes
June 8, 2011

Members Present:

Mike Chuen
Tim Bustos
Michelle Grenham
Rene "Rocky" Rivera
Bob Storke
Phyllis Campbell, Vice Chair
John Decarie
A.J. Devies, Chair
Chad Lingenfelter
William "Bill" Pouzar

Representing:

Daytona Beach
DeLand
Edgewater
Holly Hill
Orange City
Ponce Inlet
Port Orange
Volusia County, District 2
Volusia County, District 3
Volusia County, District 5

Non-Voting Technical Appointees Present:

Joan Carter
Wendy Hickey
Gwen Perney
Susanne Wilde
Tina Skipper
Melissa Booker

Representing:

FDOT, District 5
Orange City
Port Orange
Volusia County Parks, Rec. & Culture
Volusia County School Board
Volusia County Traffic Engineering

Members/Technical Appointees Absent:

Rani Merens
Craig Wells (excused)
Randy Richenberg
DeAnn Parker
Roy Walters (excused)
Peter Cerullo
Heather Blanck (excused)

Representing:

DeBary
Flagler Beach
New Smyrna Beach
Volusia County, At-Large
Volusia County, At-Large
Volusia County, At-Large
Votran

Others Present:

Steve Friedel
Ed Kestory
Les Gillis
Lois Bollenback
Stephan Harris
Bob Keeth
Karen Roch, Recording Secretary

Representing:

FDOT
FDOT
South Daytona Public Works
TPO Staff
TPO Staff
TPO Staff
TPO Staff

I. Call to Order / Roll Call / Determination of Quorum / Pledge of Allegiance

The meeting of the Volusia Transportation Planning Organization (TPO) Bicycle/Pedestrian Advisory Committee (BPAC) was called to order at 3:03 p.m. by Chairperson A.J. Devies. The roll was called and it was determined that a quorum was present.

II. Public Comment/Participation

There were no public comments.

III. New BPAC Member Introduction

Ms. Devies stated Mr. Tim Bustos is the new representative from the City of DeLand, appointed by TPO Board member Leigh Matusick. Mr. Bustos is Executive Director of Florida Bicycle Association.

Ms. Devies introduced Ms. Karen Roch as the TPO's new recording secretary.

IV. Consent Agenda

A. Approval of May 11, 2011 BPAC meeting minutes

B. Review and Recommend Approval of the draft Transportation Improvement Program (TIP) for FY 2011/12 to FY 2015/16

C. Cancellation of the July 13, 2011 BPAC Meeting

MOTION: A motion to approve the Consent Agenda was made by Mr. Chuen. The motion was seconded by Mr. Storke and carried unanimously.

V. Action Items

A. Nomination and Election of BPAC Chair

MOTION: A motion to nominate A.J. Devies as BPAC Chair was made by Mr. Chuen. The motion was seconded by Mr. Storke and carried unanimously. A.J. Devies was elected BPAC Chair unanimously.

B. Nomination and Election of BPAC Vice Chair

MOTION: *A motion to nominate Phyllis Campbell as BPAC Vice Chair was made by Mr. Chuyen. The motion was seconded by Mr. Storke and carried unanimously. Ms. Campbell was elected BPAC Vice Chair unanimously.*

C. Recommendation on the Lantern Park Bridge Replacement Project

[Mr. Gillis's presentation is included with the minutes for reference purposes.]

Mr. Gillis stated the Lantern Park Subdivision consists of 171 homes and was started in the 1970s. The Lantern Park Bridge is the only way into/out of the subdivision and was constructed in 1971. The bridge has no sidewalks or bike paths. The roadway is narrow and existing sidewalks stop short of the bridge, forcing pedestrians to use the roadway when crossing the bridge. FDOT has determined the bridge to be functionally obsolete. A school crossing on the north side of the bridge was closed several years ago due to lack of facilities for pedestrians. The City of South Daytona intends to petition the Volusia County School Board to reopen the crossing when the bridge is replaced. The new bridge will consist of two travel lanes for vehicles with a 10 foot wide shared use path on the east side and a 5 foot wide sidewalk on the west side. Enhanced crosswalks are proposed. Adjacent sidewalks will be connected to the bridge. The Lantern Park Residents Group has written a letter of support for the bridge.

Mr. Chuyen asked if the subdivision was private. Mr. Gillis responded no.

Mr. Chuyen asked if the project was already on the TPO's XU Bicycle/Pedestrian Priority List. Mr. Harris responded yes, although it is on the priority list, questions have arisen about the bridge and it is not a typical bicycle/pedestrian project. A request for recommendation is on the agenda. The BPAC can retain it on the list, remove it or change the priority of the project.

Ms. Carter asked how many vehicles use the bridge. Mr. Gillis stated approximately 1,100 or 1,200 vehicles daily.

Ms. Carter asked about the sufficiency rating. Mr. Gillis responded a sufficiency rating of 100 is sufficient.

Mr. Rivera asked about the necessity of additional travel lanes. Mr. Gillis stated there is no anticipated need for additional travel lanes, as the subdivision is built out with no room for expansion.

Mr. Bustos asked if on-street bicycle lanes have been considered. Mr. Gillis stated they have been discussed.

Mr. Storke asked if other funding sources are available for the project. Mr. Harris stated there are other funding sources specifically for bridges and the city may pursue those sources.

Mr. Gillis stated the city has also applied for TCSP funds.

Ms. Skipper stated there is a school crossing guard committee. An appeal needs to be made to the Sheriff's Office to reopen the crossing (Lt. Bobby Lambert).

Mr. Harris asked why the Lantern Park Bridge was not the same design as the original Oaklea Bridge concept. Mr. Gillis responded that the Lantern Park residents requested a replacement bridge in city council meetings.

Ms. Carter asked if the bridge was on a bicycle/pedestrian master plan for the city. Mr. Gillis responded yes.

Mr. Harris asked if there were options for improving access for pedestrians and bicyclists other than replacing the bridge. Mr. Gillis responded a separate pedestrian only bridge could be built alongside the existing bridge.

Ms. Booker stated although there is a need for this project, bicycle/pedestrian project funds are limited and this project uses them for vehicle travel lanes.

MOTION: A motion to keep the Lantern Park Bridge Replacement Project on the List of Prioritized XU Bicycle/Pedestrian Projects was made by Mr. Chuen. The motion was seconded by Mr. Storke and carried unanimously.

D. Review and Recommend Approval of the draft Priority List of Extra Urban (XU) Bicycle/Pedestrian Projects

Mr. Harris stated the second draft List of XU Bicycle/Pedestrian Priority Projects contains a few changes from the first draft reviewed last month. Updated project cost estimates have been included for the Hand Avenue and John Anderson Drive sidewalks. However, no cost estimate was received for the Spring-to-Spring Trail Segments 5 and 6. The Mary Avenue Sidewalk was removed from Tier "A" of the list because the City of New Smyrna Beach will use other funds for the design work. Segment 2 of the Riverside Drive Sidewalk has been removed, as the City of Holly Hill has been unable to acquire the necessary

right of way. The Washington Avenue Sidewalk has been changed to indicate that the sidewalk improvements will be on both sides of the road. The cost estimate for the Reed Canal Road Shared Use Path was removed, to be replaced by a new cost estimate when the feasibility study is completed. Volusia TPO project numbers will be inserted as they are created.

Mr. Lingenfelter stated the Washington Avenue Sidewalk in Pierson is for both sides of the road.

Mr. Friedel stated funding for the Riverside Drive and Flagler Beach Streetscape projects should be in FY 2011/2012.

MOTION: A motion to recommend approval of the draft Priority List of Extra Urban (XU) Bicycle/Pedestrian Projects with the noted revisions was made by Mr. Rivera. The motion was seconded by Mr. Chuyen and carried unanimously.

VI. Presentations and Discussion Items

A. Presentation on the Florida Department of Transportation Sidewalk Gap Project

[Mr. Kestory's presentation is included with the minutes for reference purposes.]

Mr. Harris asked about sidewalk gaps on local roads. Mr. Kestory responded FDOT is taking an inventory of sidewalk gaps near local roads and will attempt to identify funding to close the gaps on nearby state roads. FDOT intends to work with MPOs/TPOs to identify priority projects.

Ms. Carter stated there is no funding to fill in sidewalk gaps when roads are being rehabilitated, but FDOT works with local agencies to coordinate such work.

VII. Staff Comments

Mr. Harris thanked everyone who attended Volusia County's National Trails Day Celebration. The next event will be the Univision/Telefutura Community Health Fair at the Volusia County Fairgrounds on June 18, 2011 from 9:00 am to 2:00 pm. Starting in August, the Volusia TPO will be delivering the meeting agendas via e-mail. Those who would like to continue receiving the hard copy agendas should let us know.

Mr. Rivera stated a preference for a hard copy agenda (to be either mailed or picked up at the meeting.)

Mr. Keeth stated the latest draft TIP is available on compact disk.

VIII. Information Items

IX. BPAC Member Comments

Mr. Rivera stated a preference for speakers to use the podium.

Ms. Campbell thanked the BPAC for another term as Vice Chair.

Mr. Lingenfelter stated the National Trails Day Celebration was enjoyable.

Mr. Decarie stated this is his last meeting. The City of Port Orange has received an application for another BPAC representative.

Mr. Chuyen stated ADA requirements should be reviewed for the Orange Avenue Bridge. A message should be sent to the TPO Board.

Ms. Carter stated 25 Walk to School Kits are being produced for local schools this year.

Mr. Bustos stated he is happy to be a member of the BPAC.

X. Adjournment

The meeting adjourned at 4:42 p.m.

Volusia Transportation Planning Organization

Ms. A.J. Devies, Chairperson
Bicycle & Pedestrian Advisory Committee (BPAC)

Lantern Park Bridge Replacement

Lantern Park Subdivision

- The Lantern Park subdivision consists of 171 homes and was developed in the 1970's.
- Due to the relatively low cost of the homes, this subdivision has been a favorite for families just starting out.
- The Lantern Park Bridge, which is the only way into or out of this subdivision, was constructed in 1972.
- The entire bridge lies within the Reed Canal Road right of way which is on the Federal Aid System.

Bridge Access Issues

- There are no sidewalks on the bridge.
- There are no bike paths on the bridge.
- The existing sidewalks in the Lantern Park subdivision all stop short of the bridge because there are no crossings.
- Due to these issues along with the age and low sufficiency rating, the bridge has been labeled as "Functionally Obsolete" by the FDOT.











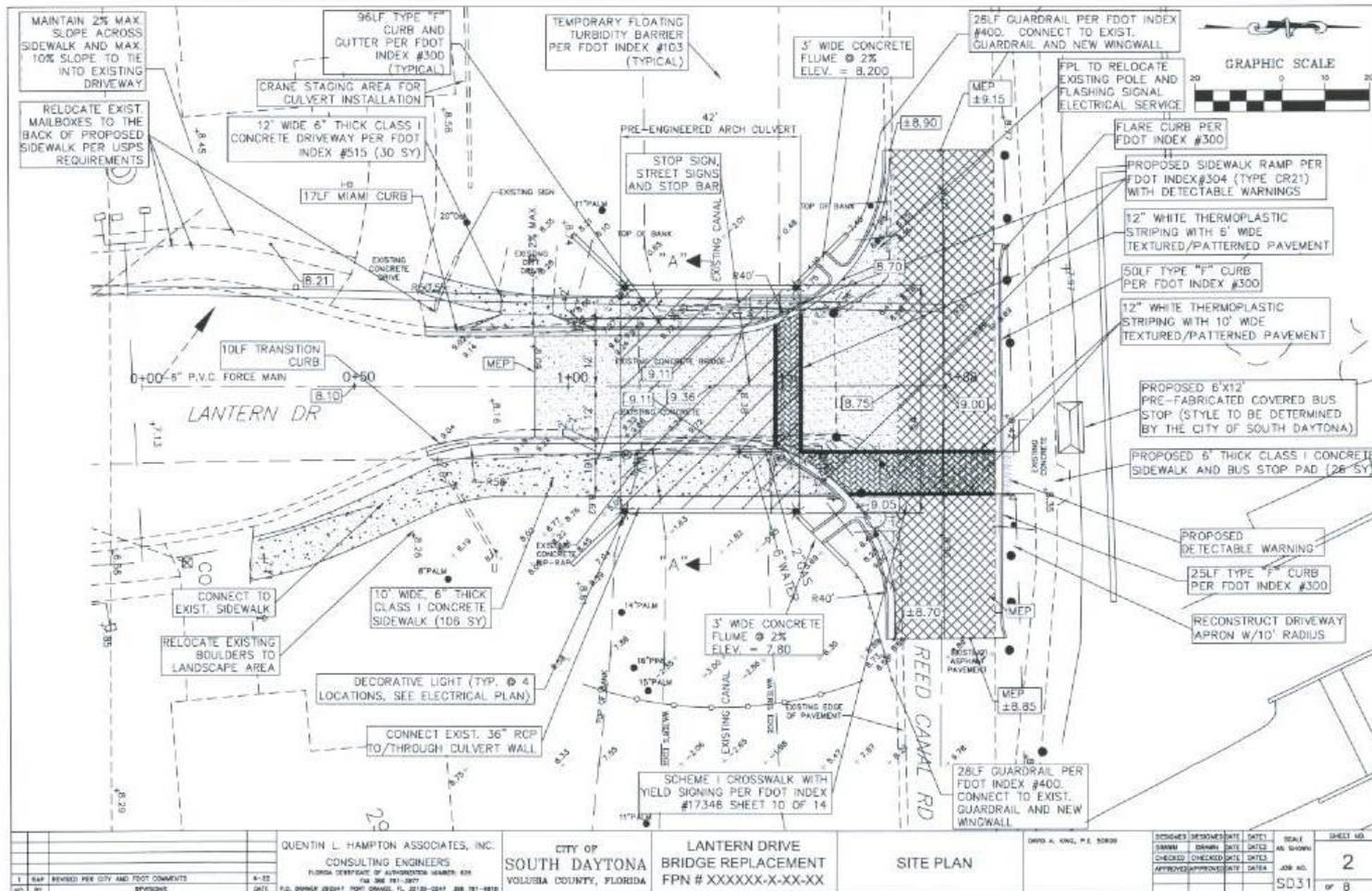
Lantern Park School Crossing

- There was a school crossing, with a guard, at Lantern Park.
- This bridge was identified in the "Bicycle and Pedestrian Safety Review Study" performed for the TPO in 2004.
- That report contained a picture of this very bridge and indicated the existing bridge was "...not designed to accommodate pedestrians and bicyclists..."
- Shortly after this report came out, the crossing was closed.
- If this bridge is constructed, the access issues will disappear, and the City will petition the School Board to reopen this crossing.



New Bridge

- The new bridge will consist of two vehicular travel lanes with a 10-foot wide shared use path on the east side and a 5-foot sidewalk on the west side.
- The enhanced crosswalks proposed with this project will call attention to pedestrian crossing points.
- This project will also extend the sidewalk approaches in the subdivision to make a connection with the new bridge.
- This connectivity will allow pedestrians and bicyclists to leave Lantern Park, cross Reed Canal Road, and either go to South Daytona Elementary School located nearby or access our City's largest park on Reed Canal Road.



1	DATE	REVISED PER CITY AND FOOT COMMENTS	6-12
NO. BY		DESCRIPTION	

QUENTIN L. HAMPTON ASSOCIATES, INC.
 CONSULTING ENGINEERS
 FLORIDA CERTIFICATE OF A PROFESSIONAL ENGINEER: 626
 P.O. BOX 20247 TALLAHASSEE, FL 32302-0247 TEL 904-204-1111 FAX 904-204-1112

CITY OF
SOUTH DAYTONA
 VOLUNTEER COUNTY, FLORIDA

LANTERN DRIVE
 BRIDGE REPLACEMENT
 FPN # XXXXXX-X-XX-XX

DAVID A. KING, P.E. 50339

ISSUES	ISSUED	DATE	DATE	SCALE	SHEET NO.
ISSUED	ISSUED	DATE	DATE	AS SHOWN	2
CHECKED	CHECKED	DATE	DATE		
APPROVED	APPROVED	DATE	DATE		

Any Questions, Comments, or
Concerns

BICYCLE / PEDESTRIAN GAP INVETORY

Ed Kestory, P.E.
FDOT, District 5

Gap Analysis Process

- Prepare tables and corresponding maps of the sidewalk gaps
- Scope/divide sidewalk gaps based on complexity of design and location.
- Determine funding sources and methods of delivery

Tables and Maps

- ◉ Divided gaps based on Urban Boundary Maps
- ◉ Determined priority groups
- ◉ Received review assistance of the gap list from local agencies
- ◉ This will be used as a tool when scoping future projects

Scoping Process

- Consultant currently finalizing the sorting of gaps based on specific design issues
- Prepare Scopes for Design
- Determine most appropriate method for delivery of design

Delivery/Funding Methods

- Determine where funding is available and type of sources
- Developing alternative methods for delivering construction and design
- Programming Plan

Scoping Documents

[http://maps.google.com/maps/ms?mappr
ev=1&ie=UTF8&msa=0&msid=2029699756
54366320575.0004a1e8496ece471dd76&ll
=29.022795,-
81.266834&spn=0.014391,0.032938&z=16](http://maps.google.com/maps/ms?mappr
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81.266834&spn=0.014391,0.032938&z=16)

QUESTIONS?

VOLUSIA TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2011-19

RESOLUTION OF THE VOLUSIA TRANSPORTATION PLANNING ORGANIZATION AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE THE SUPPLEMENTAL LOCAL AGENCY PROGRAM AGREEMENT (LAP) FOR BICYCLE/PEDESTRIAN SCHOOL SAFETY REVIEW STUDIES

WHEREAS, the Volusia Transportation Planning Organization (TPO) is the duly designated and constituted body responsible for carrying out the urban transportation planning and programming process for Volusia County and the cities of Beverly Beach and Flagler Beach in Flagler County; and

WHEREAS, Florida Statutes 339.175; 23 U.S.C. 134; and 40 U.S.C. 1602(a)(2), 1603(a), and 1604(g)(1) and (2) require that the urbanized area, as a condition to the receipt of federal capital or operating assistance, have a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the urbanized area; and

WHEREAS, the State of Florida Department of Transportation and the Volusia TPO desire to undertake Bicycle and Pedestrian School Safety Studies; and

WHEREAS, the State of Florida Department of Transportation has requested the Volusia TPO to execute and deliver to the State of Florida Department of Transportation the Supplemental Local Agency Program Agreement for the aforementioned project, FPN 420995-1-14-01.

NOW, THEREFORE, BE IT RESOLVED by the Board of the Volusia Transportation Planning Organization that Mr. Karl D. Welzenbach, TPO Executive Director, is hereby authorized to make, execute and deliver to the State of Florida Department of Transportation the Supplemental Local Agency Program Agreement for the aforementioned project, FPN 420995-1-14-01.

DONE AND RESOLVED at the regular meeting of the Volusia Transportation Planning Organization on the 23rd day of August, 2011.

VOLUSIA TRANSPORTATION PLANNING ORGANIZATION

**City of DeLand, Mayor Pro-Tem Leigh Matusick
Chairperson, Volusia TPO**

CERTIFICATE:

The undersigned duly qualified and acting Recording Secretary of the Volusia TPO certified that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the Volusia TPO held on August 23, 2011.

ATTEST:

Pamela C. Blankenship, Recording Secretary

**SUMMARY SHEET
BPAC
AUGUST 10, 2011**

V. Action Items

A) Review and Recommend Approval of the draft Bicycle & Pedestrian School Safety Review Study - Phase 4

Background Information:

Lassiter Transportation Group, Inc. has completed the Bicycle & Pedestrian School Safety Review Study - Phase 4, which consists of assessment and implementation reports for the 17 schools listed below (available on www.volusiatpo.org for your review).

- Campbell Middle School (Daytona Beach)
- Coronado Beach Elementary School (New Smyrna Beach)
- Creekside Middle School (Port Orange)
- DeLand Middle School (DeLand)
- Deltona Middle School (Deltona)
- Galaxy Middle School (Deltona)
- Heritage Middle School (Deltona)
- Hinson Middle School (Daytona Beach)
- New Smyrna Beach Middle School (New Smyrna Beach)
- Ormond Beach Elementary School (Ormond Beach)
- Ormond Beach Middle School (Ormond Beach)
- River Springs Middle School (Orange City)
- Silver Sands Middle School (Port Orange)
- Southwestern Middle School (DeLand)
- Starke Elementary School (DeLand)
- Sweetwater Elementary School (Port Orange)
- Taylor Middle-High School (Pierson)

Action Requested:

Motion to recommend approval of the Bicycle & Pedestrian School Safety Review Study

**SUMMARY SHEET
BPAC
AUGUST 10, 2011**

V. Action Items

B) Review and Recommend Approval of Resolution 2011-15 (amended) regarding the use of extra urban (XU) set aside funds for bicycle/pedestrian projects

Background Information:

Annual set-asides of the Volusia TPO's total Surface Transportation Program (STP) Extra Urban (XU) funding are made in the following manner: 40% of the total XU funds are used for Traffic Operations/ITS/Safety project priorities, 30% of the total XU funds are used for transit project priorities and 30% of the total XU funds are used for bicycle and pedestrian project priorities.

Resolution 2011-15 (amended) regarding the use of XU set aside funds for bicycle/pedestrian projects is provided with this agenda packet for your review.

Action Requested:

Motion to recommend approval of Resolution 2011-15 (amended)

VOLUSIA TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2011-15 (AMENDED)

RESOLUTION OF THE VOLUSIA TRANSPORTATION PLANNING ORGANIZATION REAFFIRMING ITS POLICY FOR ESTABLISHING AND MAINTAINING TRANSPORTATION PRIORITY PROJECTS

WHEREAS, the Volusia Transportation Planning Organization (VTPO) is the duly designated and constituted body responsible for carrying out the urban transportation planning and programming process for Volusia County and the cities of Beverly Beach and Flagler Beach in Flagler County; and

WHEREAS, Florida Statutes 339.175; 23 U.S.C. 134; and 49 U.S.C. 5303 require that the urbanized area, as a condition to the receipt of federal capital or operating assistance, have a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the urbanized area; and

WHEREAS, 23 C.F.R. 134 provides that the Volusia TPO shall annually endorse, and amend as appropriate, the plans and programs required by 23 C.F.R. 450.114 through 450.118 among which is the Surface Transportation Program (STP) projects list of the annual Transportation Improvement Program (TIP) submission; and

WHEREAS, each year the appropriate Volusia TPO committees made up of a cross section of interested citizens and staff are charged with the responsibility of drafting a list of prioritized projects; and

WHEREAS, it is the responsibility of the Volusia TPO to establish project priorities within the VTPO's planning boundaries that are equitable for all areas of Volusia County and the cities of Beverly Beach and Flagler Beach in Flagler County; and

WHEREAS, the Volusia TPO reaffirms its commitment to the priority process and related policies;

NOW, THEREFORE, BE IT RESOLVED by the Volusia TPO that the following policies be established to prioritize transportation projects in Volusia County, and the cities of Flagler Beach and Beverly Beach in Flagler County:

1. Volusia TPO projects that have a Financial Management Number (FM) and are in the Florida Department of Transportation Work Program will automatically be prioritized above projects that are not currently in the FDOT Five Year Work Program.
2. Those projects ranked one through five on the Prioritized List of Florida Strategic Intermodal System (SIS) Roadway projects and are not currently funded through the construction phase will remain in their current spot or moved to the next available higher spot until they are completed and drop out of the Work Program.
3. Those projects ranked one through five on the Prioritized List of Regionally Significant Non-SIS Roadway projects that are not funded through the construction phase will be ranked in their current spot or moved to the next available higher spot until they are completed and drop out of the Work Program.
4. Those projects ranked one through three on the Prioritized List of Bascule Bridge Projects that

- are not funded through the construction phase will be ranked in their current spot or moved to the next available higher spot until they are completed and drop out of the Work Program.
5. Those projects ranked one through eight on the Prioritized List of XU Traffic Operations/ITS/Safety Set-Aside projects that are not funded through the construction phase will be ranked in their current spot or moved to the next available higher spot until they are completed and drop out of the Work Program.
 6. Those projects ranked one through three on the Prioritized List of XU Bicycle/Pedestrian Set-Aside projects that are not funded through the construction phase will be ranked in their current spot or moved to the next available higher spot until they are completed and drop out of the Work Program.
 7. Those projects ranked one through eight on the Prioritized List of Enhancement projects that are not funded through the construction phase will be ranked in their current spot or moved to the next available higher spot until they are completed and drop out of the Work Program.
 8. The Volusia TPO will not re-prioritize these projects unless the Volusia TPO Board determines unusual circumstances dictate otherwise.
 9. Annual set-asides of the Volusia TPOs total Surface Transportation Program (STP) XU funding will be made in the following manner: 40% of the total XU funds will be used for Traffic Operations/ITS/Safety project priorities, 30% of the total XU funds will be used for transit project priorities, and 30% of the total XU funds will be used for bicycle and pedestrian project priorities.
 10. With regards to the 30% set aside for bicycle/pedestrian projects: project applications submitted for bicycle/pedestrian funds that contain more than a strictly bicycle/pedestrian component (i.e. roadway improvements, bridge replacements, etc) may be funded in part with these funds. The limitations are as follows: a maximum of 10% of the total project cost may be funded with bicycle/pedestrian XU funds but that amount MAY NOT exceed 10% of the total annual allotment of bicycle/pedestrian XU funds.
 11. FDOT is strongly encouraged to consider the safety of bicyclists, pedestrians, and motorists when determining which bicycle and pedestrian facilities to include as part of highway improvement projects. FDOT is encouraged to provide bicycle and pedestrian facilities which exceed their minimum standards in situations where safety can be maximized.
 12. It is the responsibility of the Volusia TPO and FDOT staffs to provide the Volusia TPO members with current information and data on project status, and to assist the membership in their efforts to make informed decisions regarding the prioritized projects lists.
 13. The Volusia TPO will maintain their authority to make all decisions regarding the final prioritized project lists that are annually submitted to FDOT.
 14. This resolution will be transmitted by the VTPO chairman, or his designee, to the following:
 - a. The Secretary of Transportation, State of Florida, the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) through the Florida Department of Transportation (FDOT);
 - b. The Florida Energy office;
 - c. The Federal Aviation Administration (FAA) through the Orlando Airport's District office;
 - d. The East Central Florida Regional Planning Council (ECFRPC);

- e. The Department of Economic Opportunity;
- f. The members of the Volusia County Legislative Delegation;
- g. The members of the Flagler County Legislative Delegation for Beverly Beach and Flagler Beach; and
- h. The members of the Central Florida MPO Alliance.

DONE AND RESOLVED at the regular meeting of the Volusia Transportation Planning Organization on the **23rd** day of **August 2011**.

Volusia Transportation Planning Organization

**City of DeLand, Mayor Pro-Tem Leigh Matusick
Chairperson, Volusia TPO**

CERTIFICATE:

The undersigned duly qualified and acting Recording Secretary of the Volusia TPO certified that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the Volusia TPO held on August 23, 2011.

ATTEST:

Pamela C. Blankenship, Recording Secretary

**SUMMARY SHEET
BPAC
AUGUST 10, 2011**

V. Action Items

C) Appointment of Bicycle/Pedestrian Plan Subcommittee Members

Background Information:

The Volusia TPO's Bicycle/Pedestrian Plan was adopted on January 25, 2005 and is scheduled for a major revision this fall. The Bicycle/Pedestrian Plan Subcommittee will be involved in reviewing drafts of the revised bicycle/pedestrian plan and public survey. Subcommittee members will also participate in public involvement workshops.

Action Requested:

Motion to appoint members to the Bicycle/Pedestrian Plan Subcommittee

**SUMMARY SHEET
BPAC
AUGUST 10, 2011**

VI. Presentations and Discussion Items

A) Presentation on the Orange City Complete Streets Project

Background Information:

On June 14, 2011, Orange City became the first city in Volusia County to establish a Complete Streets Policy by adopting Resolution #643-11. The Complete Streets concept is an inclusive context sensitive design framework and infrastructure that enables safe and convenient access for transportation users of all ages and abilities, including pedestrians, bicyclists, transit riders and motor vehicle drivers.

Ms. Wendy Hickey, Planner with the City of Orange City, will deliver a brief presentation on the Orange City Complete Streets Project.

Action Requested:

No action is required unless otherwise directed by the BPAC



August 2011

Complete Streets 40

Definition

Accommodates ALL Users for ALL Trips
Safely & Efficiently, Along & Across

- Public transit users
- Bicyclists
& Pedestrians
 - All ages
 - All abilities
- Motorists



About a Third of Americans Don't Drive

- This includes:
 - Older people who don't drive
 - All children under 16
 - Some people with disabilities
 - Many low income people who cannot afford automobiles
 - Those that prefer a car-free lifestyle



Existing Streets Are Inadequate

- No sidewalks for pedestrians
- Lanes are too narrow for motorists to share with bikes
- Streets are too wide, too dangerous to cross on foot
- No accommodations for people with disabilities



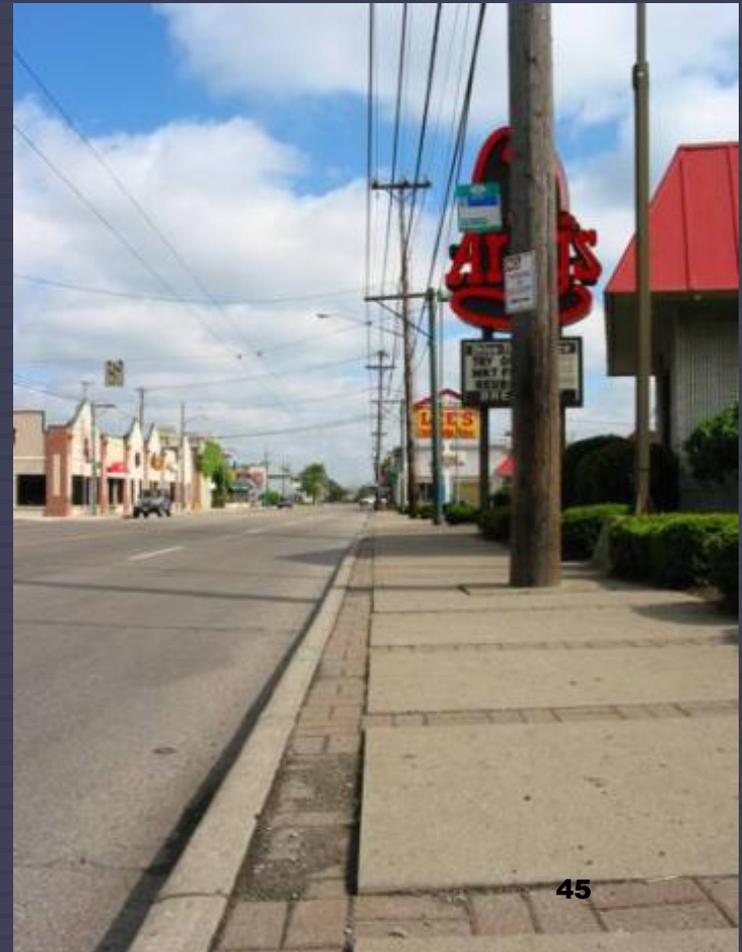
Benefits

- Improve Safety
- Provide Connections
- Promote Healthy Lifestyles
- Create More Livable Communities
- Reduce Congestion & Greenhouse Gas Emissions
- Make Fiscal Sense



Pedestrian Facilities

- Sidewalks/Paths/Alleys
- Curb Cuts
- Signs/Signals



Complete Street Implementation



Complete Street Implementation



Complete Street Implementation



Complete Street Implementation

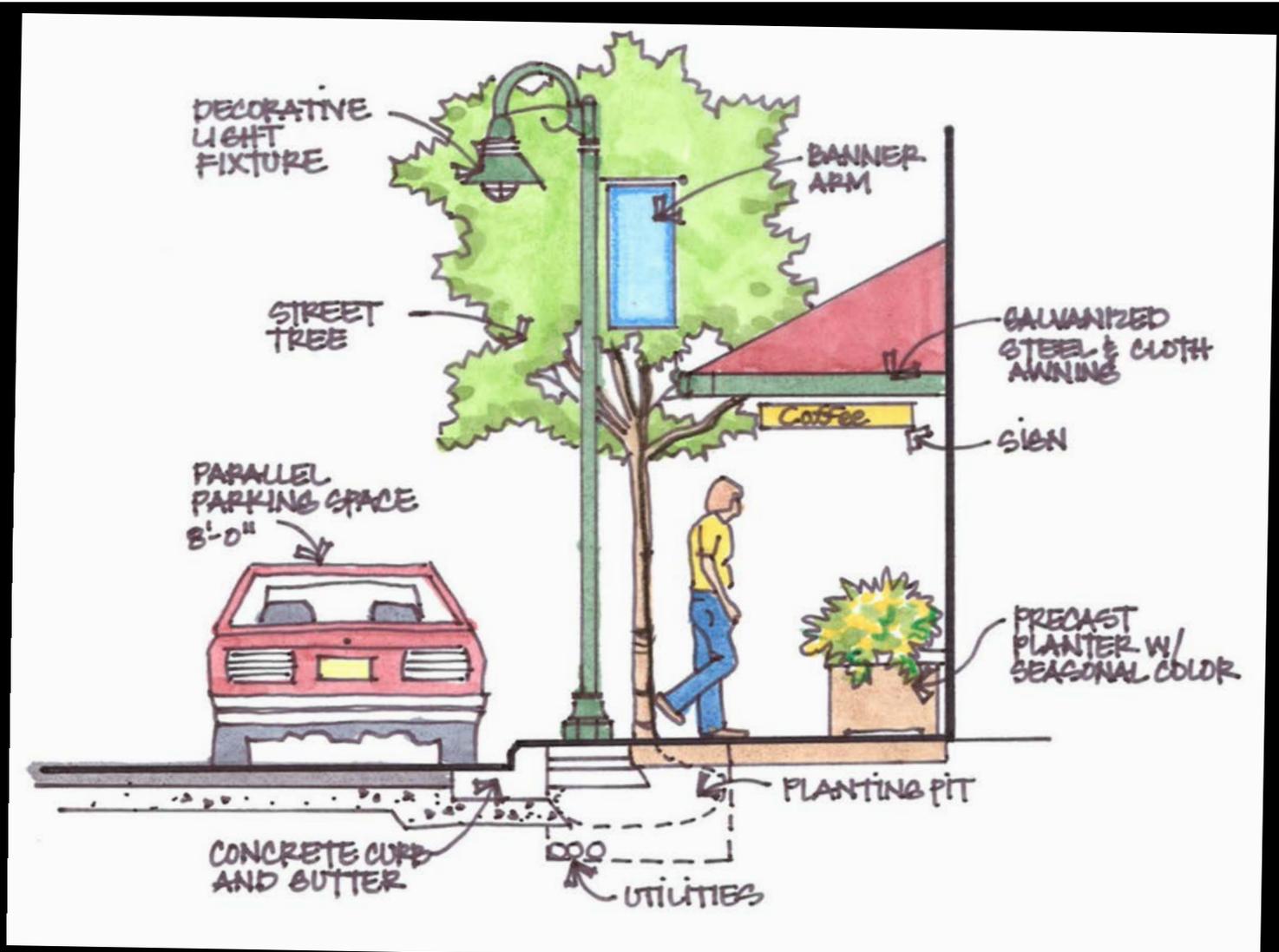


Bicycle Facilities

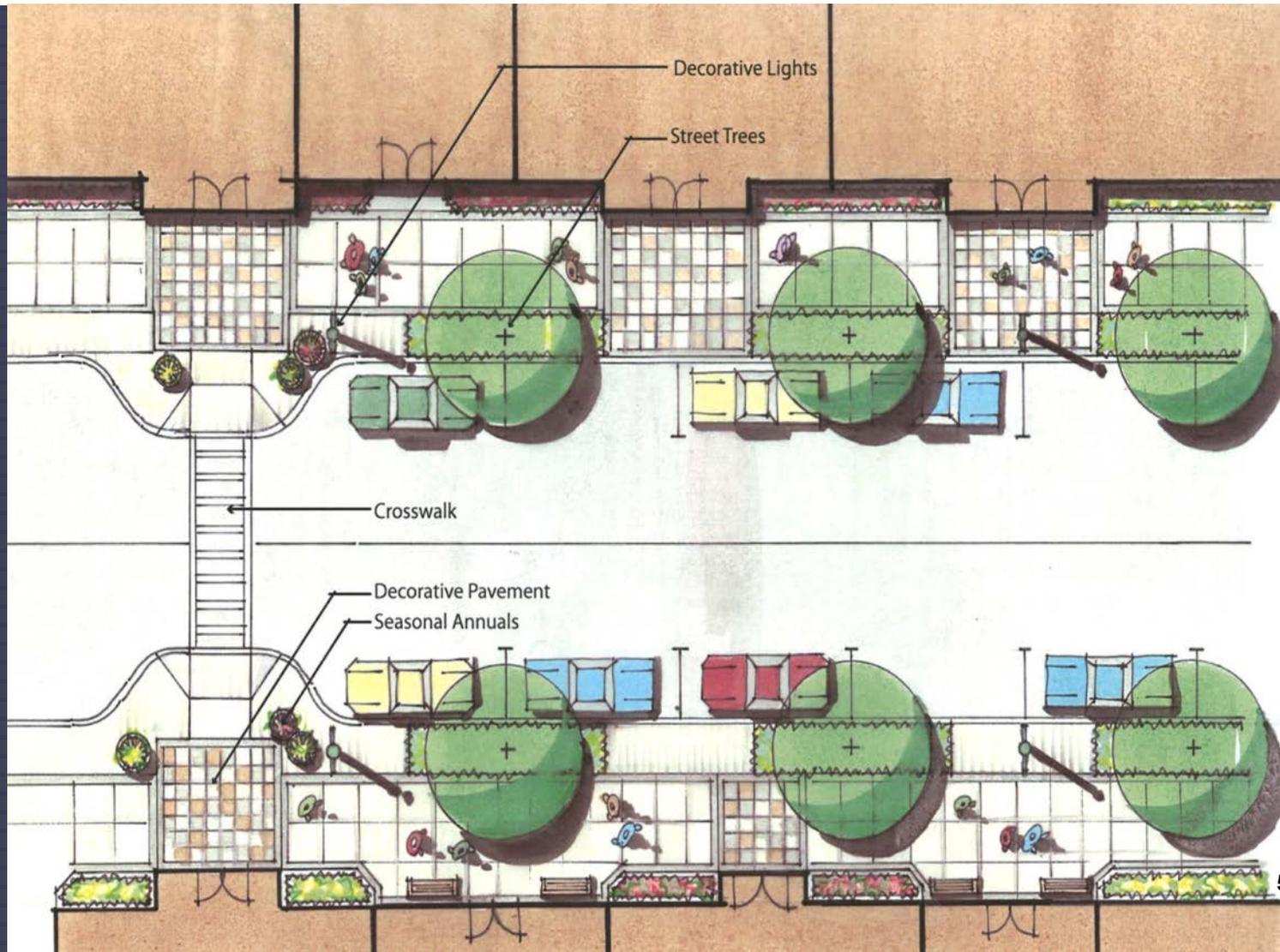
- Bicycle Lanes
- Wider Shoulders
- Shared Use Paths
- Signage/Signals



Typical Complete Street Section



Typical Complete Street Section



Example



Example



State Highway Corridors



State Highway Corridors



RESOLUTION NO. 643-11

A RESOLUTION TO ESTABLISH A "COMPLETE STREETS POLICY" TO INTEGRATE BICYCLING, WALKING, AND PUBLIC TRANSIT WITH THE CITY'S TRANSPORTATION PROGRAMS, PROJECTS, POLICY INITIATIVES, GOALS AND OBJECTIVES; PRESENTING GUIDELINES FOR ROUTINELY INCORPORATING COMPLETE STREETS INTO PRACTICE AND TO REPORT ANNUALLY ON COMPLETE STREETS IMPLEMENTATION.

WHEREAS, in 2005, the Florida Legislature directed FDOT to determine ways to increase the use of bicycles in order to conserve energy, reduce pollution, and improve health, and established FDOT's Conserve by Bicycle Program Study, which recommended that "public agencies accommodate bicycling on all non-limited access roadways in Florida"; and, warns that "the way Florida plans its development and roadways must change"; and

WHEREAS, Florida Statutes, Section 335.065, titled "Bicycle and pedestrian ways along state roads and transportation facilities" is part of the Florida Department of Transportation's (FDOT) Pedestrian and Bicycle Procedure and states that "Bicycle and pedestrian ways shall be given full consideration in the planning and development of transportation facilities...and bicycle and pedestrian ways shall be established in conjunction with the construction, reconstruction, or other change of any state transportation facility ..."; and

WHEREAS, "Complete Streets" is an inclusive context sensitive design framework and infrastructure that enables safe and convenient access for transportation users of all ages and disabilities, including pedestrians, bicyclists, transit riders, and motor vehicle drivers; and

WHEREAS, "Complete Streets" are achieved when transportation agencies routinely plan, design, construct, re-construct, operate, and maintain the transportation network to improve travel conditions for bicyclists, pedestrians, transit, and freight in a manner consistent with, and supportive of, the surrounding community; and

WHEREAS, development of pedestrian, bicycle, and transit infrastructure offers long term cost savings and opportunities to create safe and convenient non-motorized travel; and

WHEREAS, streets that support and invite multiple uses, including safe, active, and ample space for pedestrians, bicycles, and transit are more conducive to the public

life and efficient movement of people, rather than streets designed primarily to move automobiles; and

WHEREAS, increasing active transportation (e.g., walking, bicycling and using public transportation) offers the potential for improved public health, improved recreational and social activities, economic development, a cleaner environment, reduced transportation costs, enhanced community connections, social equity, and more livable communities; and

WHEREAS, roadways designed with “complete streets” principles complement and enhance ongoing active living; and

WHEREAS, “Complete Streets” principles have been and continue to be adopted nation-wide at state, county, and city levels in the interest of proactive planning and adherence to federal regulation that guide transportation planning organizations to promote multi-modal transportation options and accessibility for all users; and

WHEREAS, the City of Orange City’s Comprehensive Plan includes goals, objectives and policies that support Complete Streets and is committed to mobility for all;

NOW, THEREFORE, BE IT RESOLVED AND ENACTED BY THE CITY COUNCIL OF THE CITY OF ORANGE CITY, FLORIDA:

SECTION 1: That the City of Orange City affirms that all road projects should be designed to comfortably accommodate all users to the fullest extent possible; that bicycling, walking, and public transit accommodations is a routine part of the city planning, design, construction, maintenance, and operating activities; and that bicycle and pedestrian ways should be considered in new construction, reconstruction, resurfacing or other retrofit road and bridge projects. In developing these accommodations, the latest, best, and context-sensitive design standards will be used, while recognizing the need for flexibility in balancing user needs.

SECTION 2: That very limited exceptions to these required accommodations are allowed under Florida Statutes, Section 335.065 related to state controlled roadways. The City of Orange City will review the formal approval process related to granting these exceptions along city roadways. The City will highly encourage other jurisdictions to respect and use a similar approach to complete streets for all other streets that are under the control of other jurisdictions within the boundaries of the City of Orange City or that influence the City.

SECTION 3: That the City Council encourages the State of Florida, the Florida Department of Transportation, Volusia County, and all the other municipalities within

Volusia County to embrace and adopt complete streets guidelines and policies and integrate them into their standard street design and operations.

SECTION 4: That all resolutions or parts of resolutions in conflict herewith are hereby repealed.

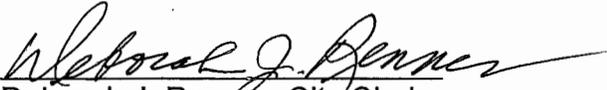
SECTION 5: That this resolution shall take effect immediately upon its adoption by the City Council of the City of Orange City, Florida.

ROLL CALL VOTE AS FOLLOWS (Resolution No. 643-11):

Jeff H. Allebach	<u>yes</u>	Thomas Laputka	<u>yes</u>
Tom Abraham	<u>yes</u>	Anthony Pupello	<u>yes</u>
Gary Blair	<u>Absent</u>	O. William Crippen, Vice Mayor	<u>yes</u>
Harley Strickland, Mayor	<u>yes</u>		

ADOPTED THIS 14th **DAY OF** June, 2011.

ATTEST TO:


Deborah J. Renner, City Clerk

Authenticated this 14th day of June, 2011.


Harley Strickland, Mayor

This Resolution approved as to form and legal sufficiency:


William Reischmann, City Attorney

**SUMMARY SHEET
BPAC
AUGUST 10, 2011**

VI. Presentations and Discussion Items

B) Presentation on the SR 40 Project Development & Environment Study

Background Information:

The SR 40 Project Development & Environment (PD&E) study is being conducted to evaluate roadway improvement options for the widening of SR 40 from Breakaway Trail to Williamson Boulevard.

Mr. John R. Freeman, Kittelson & Associates, will deliver a brief presentation on the SR 40 PD&E study, including an overview of the project scope, study process, schedule and contact information.

Action Requested:

No action is required unless otherwise directed by the BPAC



SR 40 Project Development and Environment Study



SR 40 from Breakaway Trail to Williamson Boulevard

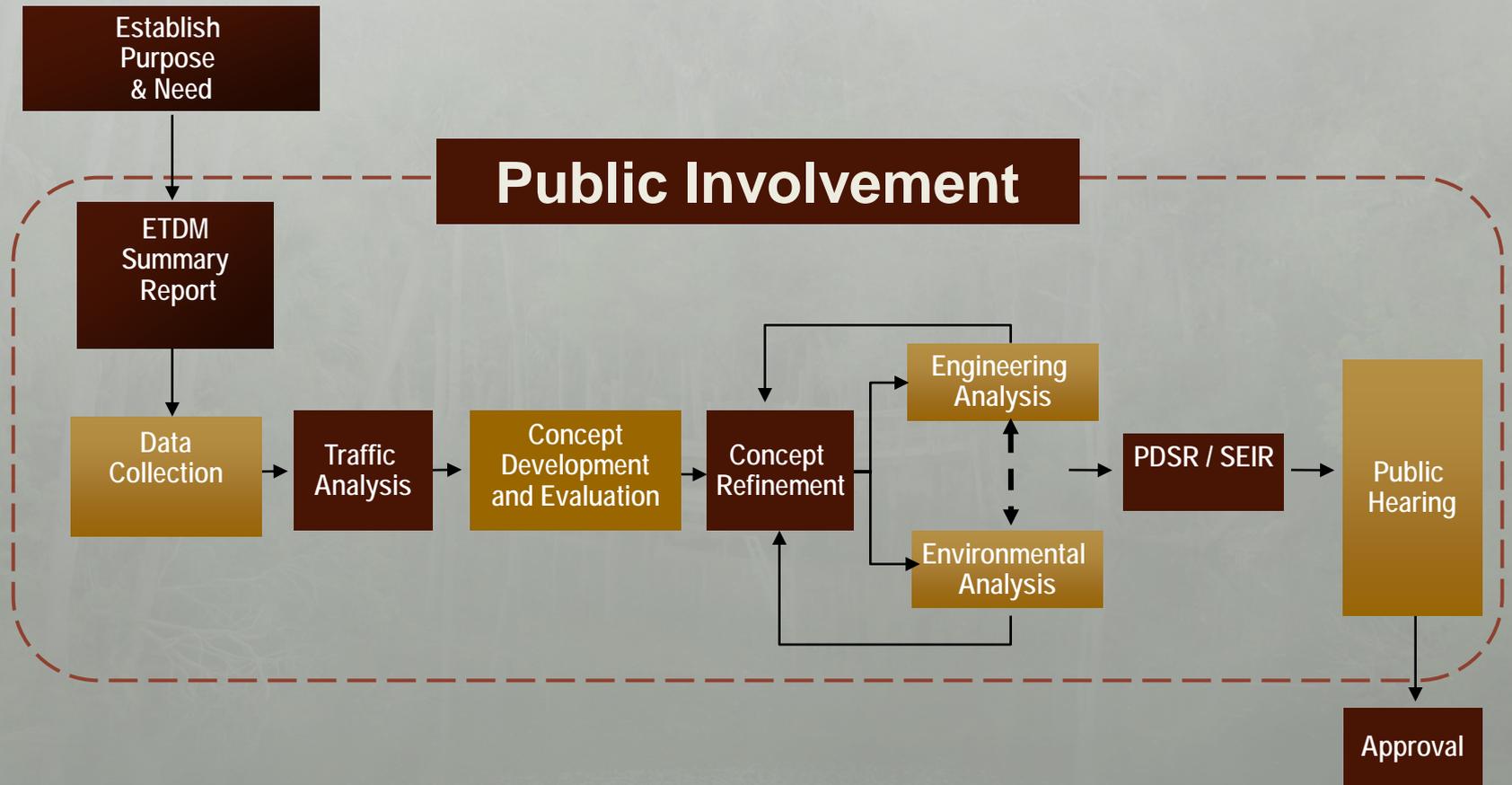


Volusia Transportation Planning Organization
June 2011

Presentation Outline

- PD&E Study Process
- Project Overview
- Schedule
- Input / Questions
- Contact Information

SEIR Process



Project Overview

Corridor Characteristics

- Principal Arterial
- Emerging Strategic Intermodal System (FIHS) Facility
- Florida Black Bear Scenic Byway
- Designated Hurricane Evacuation Route
- Residential / Commercial Land Uses



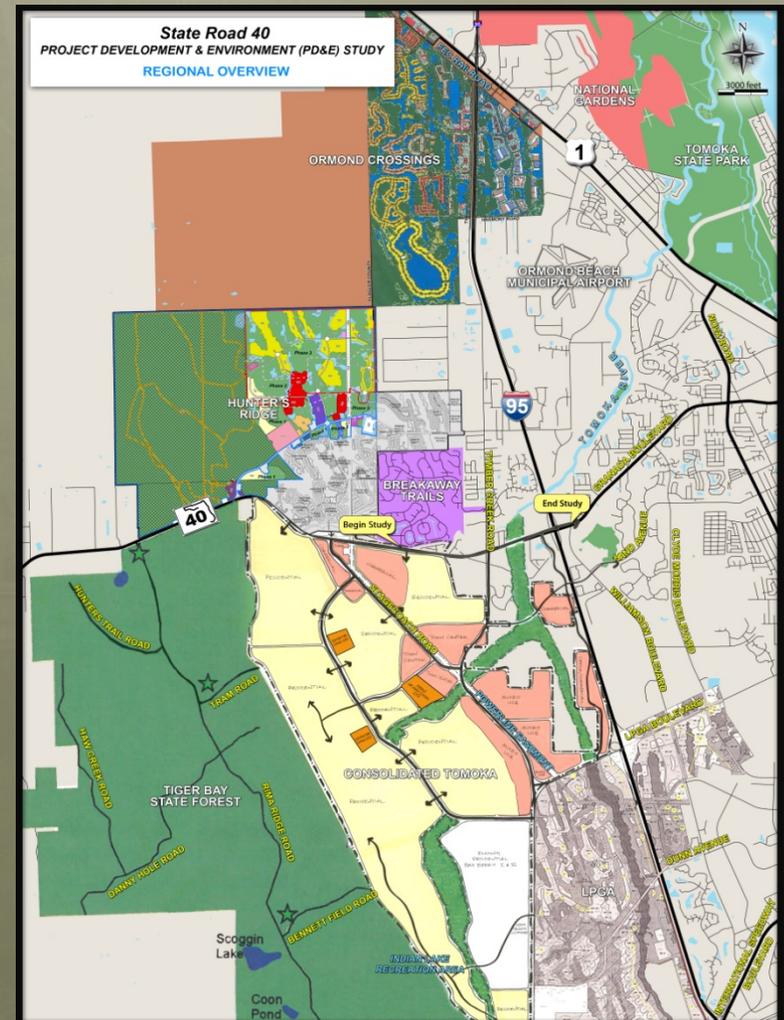
Project Overview

- Breakaway Trail to Williamson Boulevard
 - Approximately 2 miles
- 4 to 6 Lane Widening
- State Environmental Impact Report
 - No Federal Funds
- 12 Month Schedule



Planning Considerations

- Future Development
 - LPGA DRI
 - Consolidated Tomoka
 - Hunter's Ridge DRI
 - Ormond Crossings
- County Thoroughfare Plan
 - Hand Avenue Extension
 - Tymber Creek Road Extension
- Riverbend Community Church



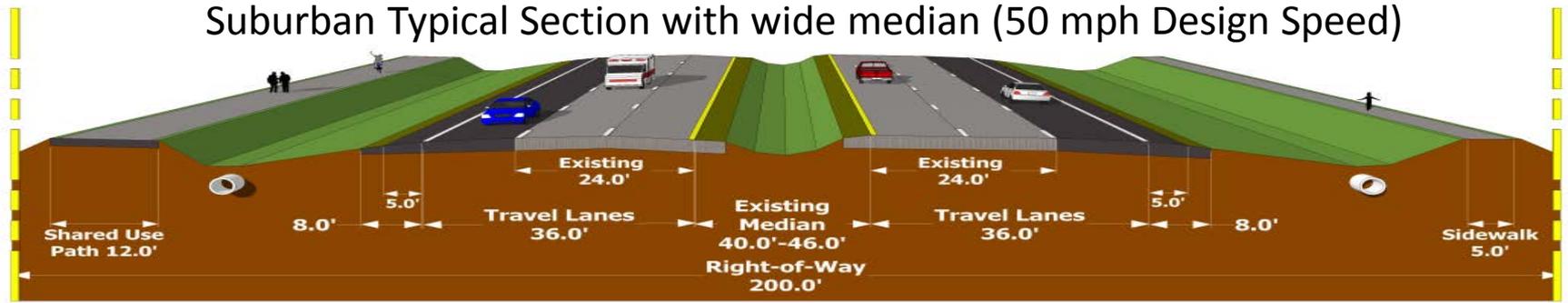
Engineering Analysis

- Traffic Projections
- Roadway Concepts
 - Widen Inside or Outside?
 - Intersections
- Access Management Considerations
- Bridge over Tomoka River
- Traffic Operations / Safety
- Stormwater Management
- Right of Way



Roadway Concepts – Breakaway Trail to Tymber Creek Road

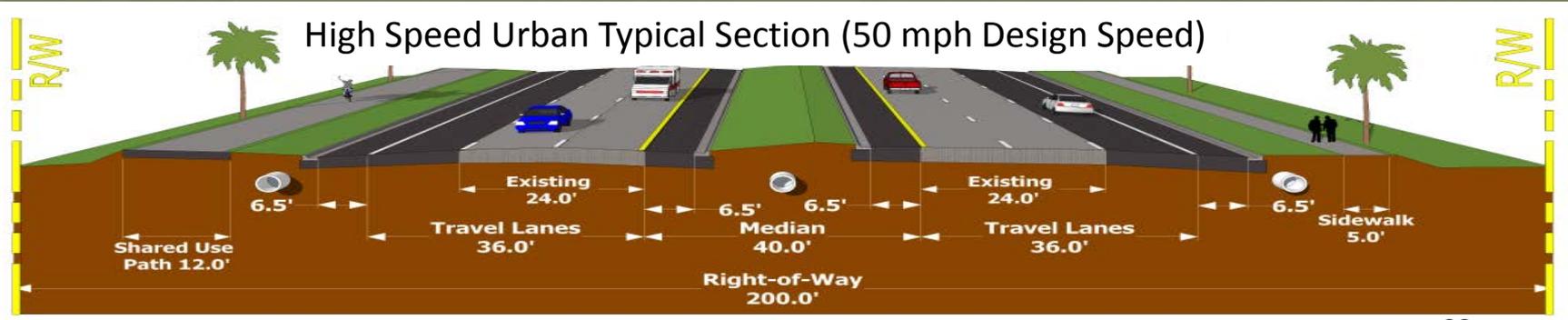
Suburban Typical Section with wide median (50 mph Design Speed)



Suburban Typical Section (50 mph Design Speed)

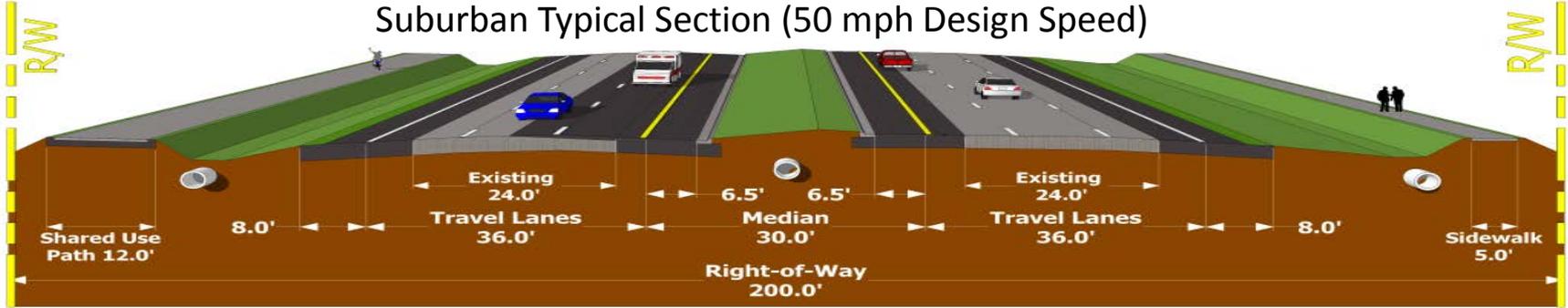


High Speed Urban Typical Section (50 mph Design Speed)

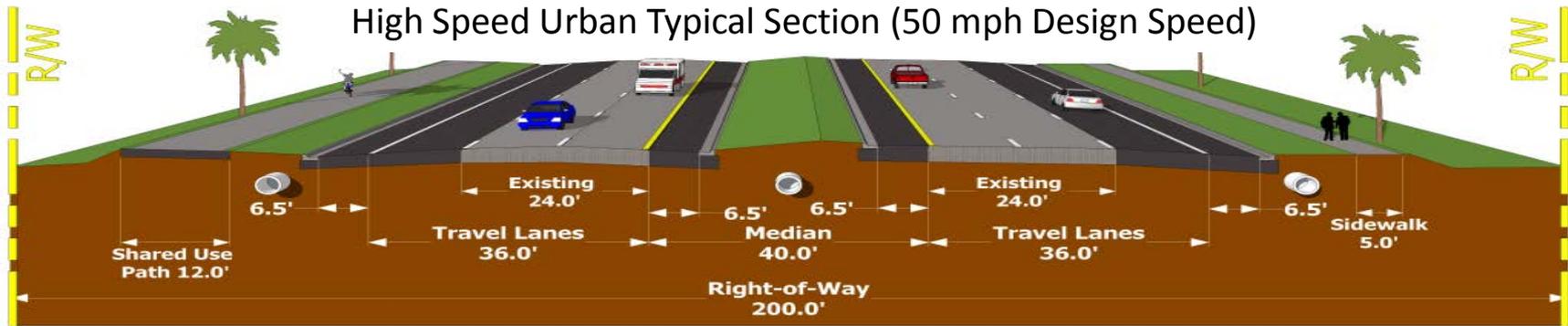


Roadway Concepts – Tymber Creek Road to I-95

Suburban Typical Section (50 mph Design Speed)



High Speed Urban Typical Section (50 mph Design Speed)

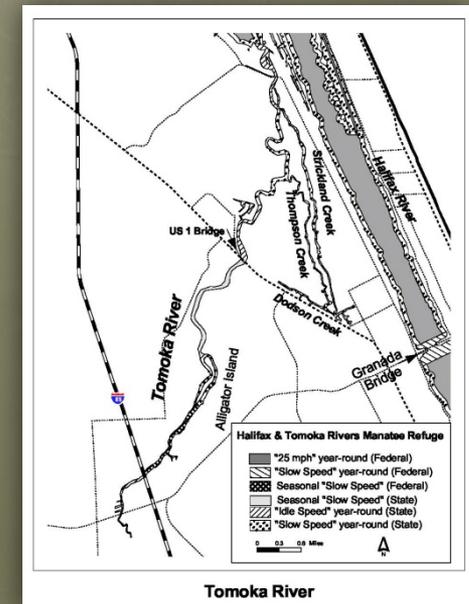


Urban Typical Section (45 mph Design Speed)



Environmental Evaluations

- Wetlands & Wildlife
- Riparian Habitat Protection Zone
- Cultural & Historic Resources
- Floodplains
- Noise Impacts
- Contamination
- Secondary & Cumulative
- Others



Public Involvement

- Community Stakeholders
- Agency Stakeholders
- Environmental Organizations
- Emphasis on Community and Agency Partnering
- Early and Ongoing

PUBLIC INVOLVEMENT PROGRAM

State Road 40 (SR 40)
Project Development and Environment (PD&E) Study
Volusia County, Florida

Prepared for:



Florida Department of Transportation (District 5)
719 S Woodland Boulevard
DeLand, FL 32720

On behalf of the Florida Department of Transportation (FDOT) and in accordance with Part 1, Chapter 11 of the "Project Development and Environment Manual" this Public Involvement Program is submitted to the District Environmental Management Office (DEMO) Engineer for review and approval.

Submitted: _____ Date: _____
John R. Freeman, Jr. P.E., P.T.O.E.
Project Manager
Kittelson and Associates, Inc.

Approved: _____ Date: _____
Brian Stanger, P.E.
District Environmental Management Engineer
FDOT, District Five

Project Newsletter / Website

Project Newsletter

- 3 Editions
- Information Sharing Tool
- Public Meeting / Hearing Handout

Project Website

- StateRoad40.com
- Study Schedule / Contact Information / Public Involvement / Study Materials



State Road 40
PD&E Study
Project Newsletter #1

Project Summary

FDOT is conducting a study for proposed improvements along SR 40 from Breakaway Trail to Williamson Blvd. The majority of the project will be paid for with developer funds. Since no federal funding is being pursued for this project, FDOT will be conducting a State Environmental Impact Review (SEIR) on this project, to be executed in the summer of 2011.

The limits under consideration are from Breakaway Trail to Williamson, a distance of approximately 2 miles. SR 40 connects I-95 in Volusia County to I-75 in Marion County. The section of S.R. 40 west of I-95 is designated as an emerging Strategic Intermodal System (SIS) Facility.

The existing S.R. 40 is currently classified as a principal arterial with SR 40 west of Interstate 95 identified as a Scenic Byway. The existing roadway consists of 4 travel lanes with an urban, closed drainage system. The proposed action is a capacity project and would involve widening the existing facility to 6 lanes.

A feasibility study was performed on proposed improvements and is included in the project attachments. In summary, the feasibility study recommended a 4 to 6 lane widening of SR 40 from Breakaway Trail to Williamson Boulevard, along with improvements to a parallel facility, Hand Ave.

The project was identified in the 2030 SIS Needs Plan that there is a need on SR 40 from Tymber Creek to I-95 to add 2 lanes by the year 2015. The other portion of the proposed S.R. 40 project was not identified in the Volusia County Transportation Planning Area YR 2025 Long Range Transportation Plan (LRTP), Cost Feasibility Plans, and / or any adopted County / City Comprehensive Plans. FDOT has coordinated with the Volusia County MPO about amending their LRTP to include the improvements now that developer funding is being acquired for the project.

Contact Us

FDOT Project Manager:
Mary McGehee, E.I.
719 S. Woodland Blvd.
DeLand, FL 32720
386-843-5063
mary.mcgehee@dot.state.fl.us

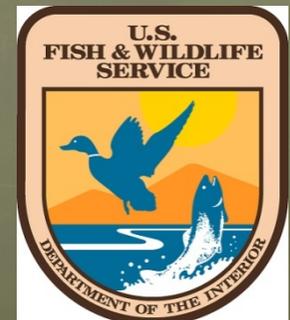
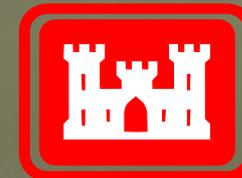
Study Team

Project Manager:
John R. Freeman, Jr., P.E.
228 E Robinson St.
Suite # 450
Orlando, FL 32801
407-560-0555
866-286-2254
jrfreeman@kittelson.com

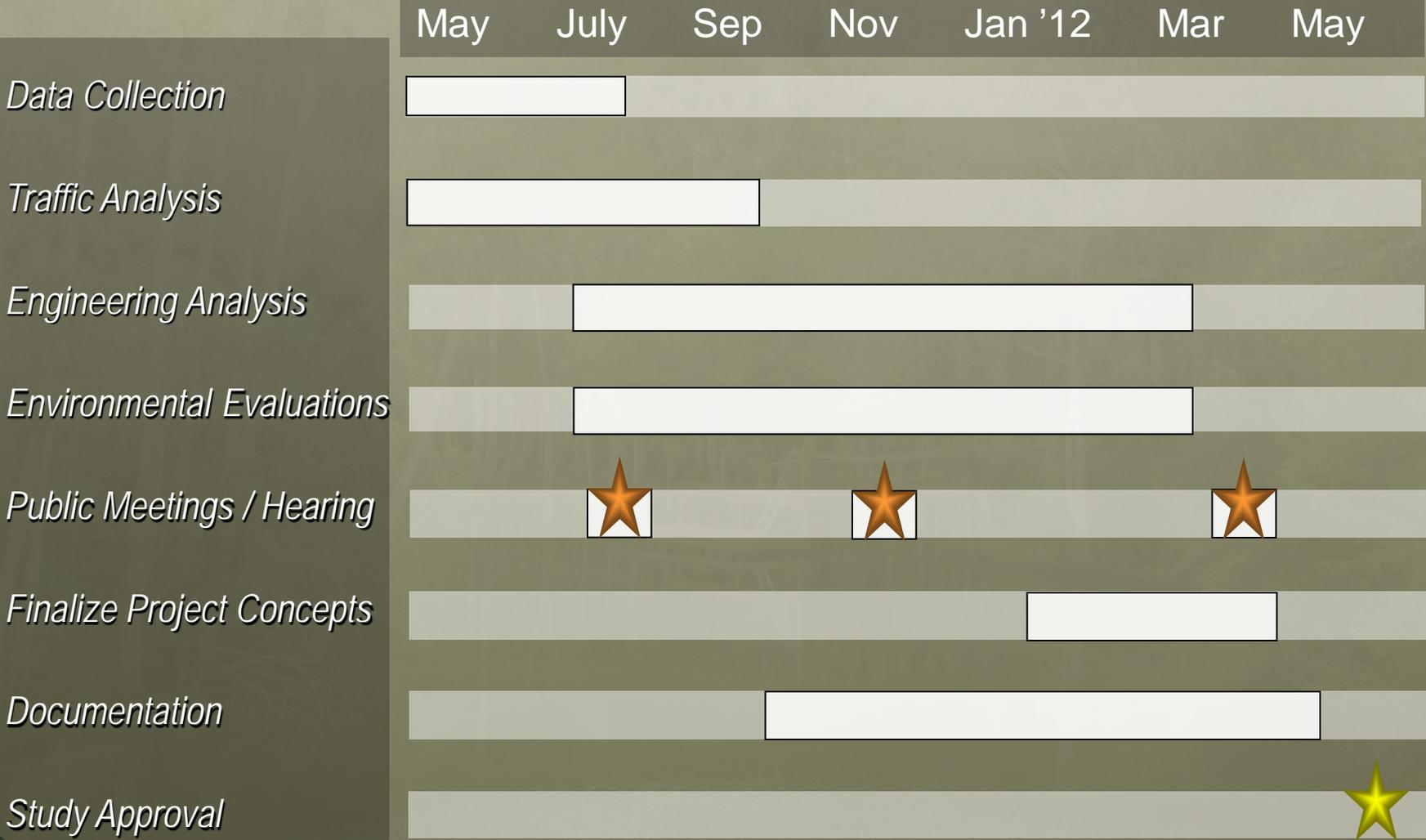
PROJECT LOCATION MAP

Agency Coordination

- St. Johns River Water Management District
- US Army Corps of Engineers
- Florida Department of Environmental Protection
- Florida Fish and Wildlife Conservation Commission
- US Fish and Wildlife Service
- National Marine Fisheries Service
- US Coast Guard



Schedule



Input / Questions



Contact Information

John R. Freeman, Jr.



KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

225 E. Robinson Street, Suite 450

Orlando, FL 32801

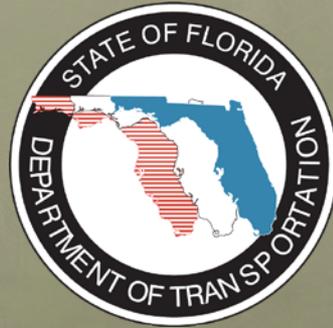
407-540-0555

1-866-286-2254

jfreeman@kittelison.com

Contact Information

Mary McGehee



719 S. Woodland Boulevard
DeLand, Florida 32720

386-943-5063

Mary.McGehee@dot.state.fl.us

**SUMMARY SHEET
BPAC
AUGUST 10, 2011**

VI. Presentations and Discussion Items

C) Presentation on revisions to the Volusia County Bicycling Map for the Experienced Cyclist

Background Information:

The BPAC Project Review Subcommittee met on July 21, 2011 and suggested several revisions to the Volusia County Bicycling Map for the Experienced Cyclist which was completed in 2009. TPO staff will deliver a presentation on proposed revisions for an updated version of the map.

Action Requested:

No action is required unless otherwise directed by the BPAC

**SUMMARY SHEET
BPAC
AUGUST 10, 2011**

VII. STAFF COMMENTS

VIII. INFORMATION ITEMS

- **“America Needs Complete Streets” from ITE Journal/April 2011**
- **Florida Safe Routes to School Updates – July 29, 2011**

IX. BPAC MEMBER COMMENTS

X. ADJOURNMENT

America Needs Complete Streets

**AN AGING POPULATION;¹
RISING FUEL COSTS;
CONGESTION, HEALTH, AND
ENVIRONMENTAL CONCERNS;
AND CHANGING CONSUMER
PREFERENCES ARE ALL
INCREASING DEMAND FOR
WALKING, CYCLING, AND
PUBLIC TRANSIT.² THESE
TRENDS INDICATE THAT AN
INTEGRATED MULTIMODAL
TRANSPORTATION SYSTEM
IS REQUIRED IF WE ARE
TO MEET FUTURE TRAVEL
DEMANDS.**

BY DAN BURDEN AND TODD LITMAN

RESPONDING TO CHANGE

Our current transportation system provides relatively good service for motorists. It is possible to drive to most destinations with reasonable convenience, except under peak conditions. The major transportation problems facing most communities—traffic and parking congestion, excessive energy consumption and pollution emissions, the rate and severity of accidents, and inadequate mobility for non-drivers—can all be addressed by creating multimodal transportation systems that allow the best mode for each trip: walking and cycling for local trips, public transit for travel on congested corridors and for non-drivers, and automobile travel to access dispersed destinations and for carrying loads. Multimodal transportation serves both drivers and non-drivers by allowing mode choice based on the type of trip to be taken. This is the heart of the complete streets movement: Choice is fundamental to improving safety, service, comfort, and performance for all.

Between 1920 and 2000, travel by automobile became the dominant mode of transportation for most communities in the United States. During this period, significant resources were invested in roads and parking facilities in order to accommodate increasing automobile travel demands. However, per capita vehicle travel has stopped growing, and total vehicle travel is projected to be flat in most areas, except those with rapid population or industrial growth.³ Now that the roadway system is mature and growth rates have declined,

there is less incremental benefit from further expansion. (See Figure 1.)

Benefits can, however, be expected from redefining our transportation system. In the past, *transportation* meant *mobility*. When we focus on *mobility*, fast, cheap travel is the desired outcome. This focus is incorrect. The ultimate goal of transportation must be *accessibility*—our

ability to reach desired goods, services, and activities safely.⁴ Mobility affects accessibility, but so do the quality of transportation options and land development patterns. When we consider accessibility, we see how the modes affect one another. Efforts to improve automobile accessibility, for example, may involve expanding roads and parking facilities and locating activities along major highways, which reduces accessibility for all other modes. Complete streets policies are aimed at balancing access for all modes.

COMPLETE STREETS POLICY

A complete streets policy

- Includes a vision for how and why the community wants to complete its streets;
- Specifies that the term “all users” includes pedestrians, bicyclists, and transit passengers of all ages and abilities, as well as trucks, buses, and automobiles;
- Encourages street connectivity and aims to create a comprehensive, integrated, connected network for all modes;
- Is adoptable by all agencies to cover all roads;
- Applies to both new and retrofit projects, including design, planning, maintenance, and operations, for the entire right of way;
- Makes any exceptions specific and sets a clear procedure that requires high-level approval of exceptions;
- Directs the use of the latest and best design criteria and guidelines while recognizing the need for flexibility in balancing user needs;
- Directs that complete streets’ solutions will complement the context of the community;
- Establishes performance standards with measurable outcomes; and
- Includes specific next steps for implementation of the policy.⁵

In a 2008 article in *ITE Journal*, John LaPlante and Barbara McCann explained how complete streets must focus on policy.⁶ In this article, they stated:

“A complete street is a road that is designed to be safe for drivers; bicyclists; transit vehicles and users; and pedestrians of all ages and abilities. The Complete Streets concept focuses not just on individual roads but on changing the decision-making and design process so that all users are routinely considered during the planning, designing, building and operating of all roadways. It is about policy and institutional change.”

Today, more than 200 communities have adopted complete streets policies. In 2010, complete streets policies went into effect in Minnesota, Michigan, and Colorado. Local city councils, regional transportation commissions and state legislatures across the nation are embracing complete streets policies. Some include supportive measures in transportation funding, development policies, and zoning codes to encourage multimodalism. These measures may include reduced parking requirements, development impact fees in multimodal locations, and targeted reductions in vehicle miles traveled.⁷ Professional organizations and transportation agencies are producing analyses, tools, and guidelines to support complete streets, such as the multimodal level-of-service standards developed by the Transportation Research Board,⁸ which are being incorporated into the new *Highway Capacity Manual*.⁹ Beginning in January 2011, new state legislation in California’s AB 1358 requires all California local jurisdictions to plan for the development of multimodal transportation networks that allow users to effectively travel by motor vehicle, foot, bicycle, and transit to access key destinations within their community and the larger region. Michigan’s state transportation budget gives funding preference to communities with complete streets policies and to projects that further the objectives of complete streets. In doing so, California and Michigan are encouraging local communities to adopt their own complete streets policies.

Complete streets policies are central to addressing the following serious problems we face:

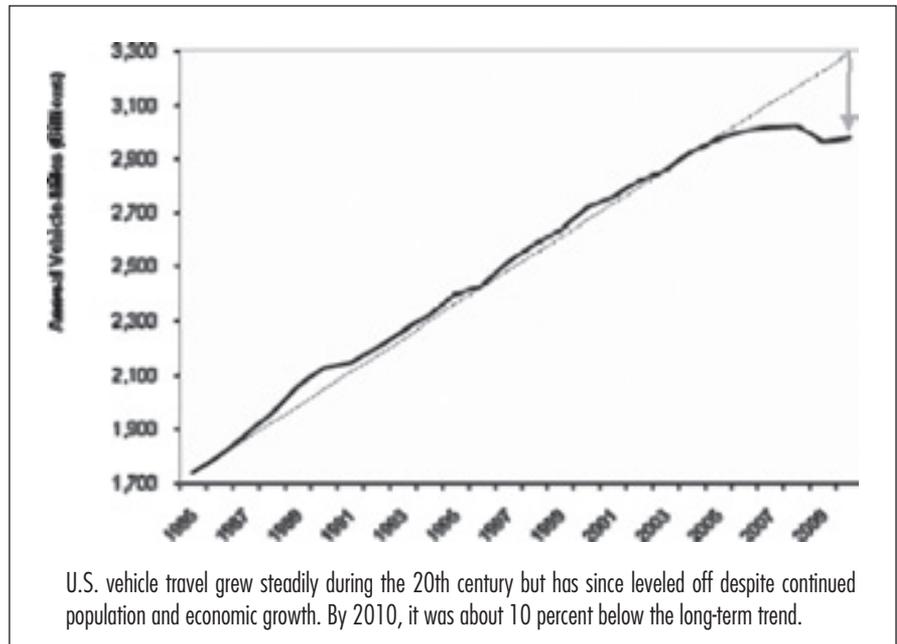


Figure 1. U.S. annual vehicles mileage trends (USDOT 2010).

- Over the past two decades, we have averaged approximately 43,000 fatal accidents annually, with approximately 2.5 million people injured on our roadways every year.¹⁰ Of the pedestrians killed in 2007 and 2008, more than 50 percent died on arterial roadways, typically designed to be wide and fast, and more than 40 percent of the pedestrian deaths that occurred were on roadways where no crosswalk was available.¹¹ Motor vehicle crashes are the leading cause of death for U.S. teens, accounting for more than one in three deaths in this age group. In 2009, about 3,000 teens in the United States aged 15 to 19 were killed, and more than 350,000 were treated in emergency departments for injuries suffered in motor vehicle crashes.¹² While the loss of life should be the most compelling reason to support complete streets, we also know that traffic crashes cost about \$164 billion annually in property damage and injuries.¹³
- Rates of individual and community health, fitness, and well-being can increase when we build complete streets. According to the American Public Health Association report *At the Intersection of Public Health and Transportation: Promoting Healthy Transportation Policy*, obesity in the

United States is the nation’s fastest-rising public health problem. According to the Centers for Disease Control and Prevention, 16 percent of children are obese, 12 million are overweight, and 66 percent of adults are overweight or obese.¹⁴ The cost of obesity and inactivity to society is enormous: In 2004, the total cost of being obese or overweight was estimated at \$117 billion, and physical inactivity’s healthcare costs are at \$76 billion per year.¹⁵ From 1969 to 2001, the percentage of students walking and bicycling to school in the United States declined from 41 percent to 13 percent. The majority of these trips have been replaced by parents driving their children to school—resulting in traffic congestion and safety issues around schools and less physical activity for children. The federal Safe Routes to School program, which was created by the 2005 SAFETEA-LU federal transportation bill, provided \$600 million between 2005 to 2009 to make it safer for children to walk and bicycle to school; yet this funding is estimated to serve only 7.5 percent of schools in the nation.¹⁶ Safe Routes to School programs allow communities to conduct bicycle and pedestrian safety education and

speed enforcement programs along with assessment for improved planning and engineering around schools. A complete streets policy at the local level can supplement the National Safe Routes to School program to improve conditions around all schools.

- Air pollution is associated with significant health issues, including asthma, respiratory illness, heart disease, and cancer. Asthma is a major public health problem in the United States, with 22 million people currently diagnosed with asthma, 12 million of whom have had an asthma attack in the past year.¹⁷ Four thousand people die each year from asthma-related causes, and asthma is a contributing factor for another 7,000 deaths every year. Asthma prevalence among children has increased an average 4.3 percent per year from 1980–1996.¹⁸ Each year, asthma accounts for 14 million days of missed school days by children.¹⁹ The cost of health issues associated with poor air quality due to transportation is estimated at between \$40 billion and \$64 billion per year.²⁰ The Urban Land Institute estimates that carbon emissions from transportation will be 41 percent above today's levels in 2030 if driving is not curbed.²¹
- Nearly one-third of the U.S. population is transportation disadvantaged, which means that they cannot easily access basic needs such as healthy food choices, medical care, gainful employment, and educational opportunities.²² Research shows that half of all non-drivers age 65 and over—3.6 million Americans—stay at home on a given day because they lack transportation.²³ The economy cannot reach its maximum potential when buyers are unable to reach retail destinations. Additionally, transportation is the second-largest expense for American households, costing more than food, clothing, and healthcare. Even before the recent increase in gasoline prices, Americans spent an average of 18 cents of every dollar on transportation. The poorest fifth of U.S. families, earning less than \$13,060 per year, pay 42 percent

**A RECENT STUDY BY THE
TEXAS TRANSPORTATION
INSTITUTE FOUND THAT
CONGESTION WAS
RESPONSIBLE FOR AN
ANNUAL \$78 BILLION
LOSS IN FUEL DURING
TRAFFIC JAMS IN 2007,
AN INCREASE FROM
\$57.6 BILLION IN 2000.**

of their income to own and drive a vehicle. Those families earning \$20,000 to \$50,000 spend as much as 30 percent of their budget on transportation.²⁴ The vast majority of this money, nearly 98 percent, is for the purchase, operation, and maintenance of automobiles. Drivers spent \$186 billion on fuel last year, and without improvements to fuel economy, Americans will spend an estimated \$260 billion on gasoline in 2020.²⁵

- A recent study by the Texas Transportation Institute found that congestion was responsible for an annual \$78 billion loss in fuel during traffic jams in 2007, an increase from \$57.6 billion in 2000.²⁶ The 2008 National Household Transportation Survey found 50 percent of all trips in the United States are three miles or less, and 28 percent of all trips are one mile or less—distances easily accessible by walking, biking, or taking a bus or train. Yet, 72 percent of the shortest trips are now made by automobile. In part, this is because of

incomplete streets that make it dangerous or unpleasant for other modes of travel. Complete streets can convert many of these short automobile trips to multimodal travel. Simply increasing bicycling from 1 percent to 1.5 percent of all trips in the United States would save 462 million gallons of gasoline each year. Using transit has already helped the United States save 1.4 billion gallons of fuel each year, which is a savings of 3.9 million gallons of gasoline every day.²⁷

The emphasis on multimodal transportation through complete streets is not an entirely new concept. Roadways historically were designed to accommodate all modes, but complete streets policies provide the opportunity to build the political and community will to truly operationalize multimodal planning at the street and neighborhood level. Our transportation planning priorities must evolve if we are to have a better-functioning transportation system. Transportation policies and practices must ensure that roadways are designed to safely, comfortably, and efficiently accommodate all types of users, including motorists, pedestrians, cyclists, children, disabled, the elderly, and public transit travelers.

COMPLETE STREETS BENEFITS

Complete streets can contribute to the improvement of traffic performance and provide a number of social, economic, environmental, and health benefits to communities. They respond to and support other efforts to increase transportation system efficiency, including transportation demand management, parking management, improvements to alternative modes, transit-oriented development, and smart growth land use policies. The new FHWA/FTA *Livability in Transportation Guidebook* gives us a clearer picture of the current orientation of federal agencies. The document explores how transportation planning and programs can improve community quality of life, enhance environmental performance, and increase transportation and housing choices while lowering costs and supporting economic vitality. Many of the case studies resolve capacity and operational issues through

a multimodal network and systems approach, reflecting better integration of land use with transportation. The guidebook recommends implementation of complete streets policies for both new facilities and through “re-engineering existing roadways to improve vehicle capacity; pedestrian, bike, and transit service; and requiring new facilities to be complete streets.” It also calls for creating more complete street networks by “developing a multimodal network of parallel roadways through existing underused shopping centers and strip commercial development, for local travel and to connect surrounding neighborhoods to jobs, shopping, activities, and each other.”²⁸

While travel impacts taken individually may seem modest, typically affecting just a few percent of total vehicle travel, the effects are cumulative and synergistic.^{29, 30} An integrated complete streets program can reduce per capita vehicle travel by 10 to 30 percent or more compared with data from more auto-dependent communities.³¹

Complete streets policies provide a variety of benefits:³²

- When automobile travel declines, numerous impacts can occur, including congestion reductions, road and parking cost savings, consumer savings, accident reductions, energy conservation, and emission reductions.
- The community can benefit from investments that improve walking, cycling, and public transit. Such projects, when combined with new land use patterns, support local economies by leveraging public investments and often include a revival in retail activity, private investment, social capital, and tourism. Investments typically increase retail sales by an average of 30 percent and land value from 70 to 300 percent.³³ North Carolina DOT studies (USA) have linked added tourism to the inclusion of bike trails in popular mountain, beach, and city destinations, for example.³⁴
- *Livability* refers to the environmental and social quality of an area as perceived by residents, employees, customers, and visitors. This includes safety, health and well-being, economic opportunity, social equity,

NONMOTORIZED

TRAVEL IMPROVEMENTS

CAN REDUCE LOCAL

CONGESTION PROBLEMS

BY REDUCING SHORT TRIPS

GENERATED WHEN POOR

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the local environmental quality, and preservation of valued cultural and environmental resources. Complete streets improve livability.³⁵ Parents allow their children to walk to school; the elderly and disabled regain their independence; and residents and visitors have access to transportation, housing, shopping, and recreational activities. U.S. Transportation Secretary Ray LaHood said it best: “Livability means being able to take your kids to school, go to work, see a doctor, drop by the grocery or post office, go out to dinner and a movie, and play with your kids at the park—all without having to get in your car.”³⁶

- Sidewalks and trails are an important component of the public realm because they are the places where the community can interact. Improving walkability tends to increase community cohesion through positive interactions among neighbors, which in turn tends to improve public safety and security.³⁷
- Improving walking, cycling, and

public transit tends to increase affordability and economic opportunity to disadvantaged people, helping to achieve social equity goals.

Conventional roadway evaluation metrics tend to overlook or undervalue many of the benefits of complete streets.³⁸ In a white paper titled *Evaluating Active Travel: Decision-Making for the Sustainable City*, British researchers point out that current planning practices fail to account for the health benefits that result from more active transportation, resulting in underinvestment in walking and cycling improvements. The researchers go on to state, “Given the need to ensure high-quality decision-making in the transportation sector, it is paramount that contemporary evaluation practices keep pace with the shifting nature of policies that explicitly encourage uptake of walking and cycling.”³⁹

Overall, conventional evaluation tends to overlook many ways that improving walking, cycling, and public transit travel can help solve traditional traffic engineering problems such as traffic and parking congestion.⁴⁰ Nonmotorized travel improvements can reduce local congestion problems by reducing short trips generated when poor walking and cycling conditions cause people to drive just to travel a few blocks. These short trips can create significant congestion since they often involve merging and turning maneuvers that cause traffic friction.

CASE STUDIES

Hillsborough Street, Raleigh, NC, USA: In 1999, a group of more than 500 citizens and other stakeholders mobilized in Raleigh, North Carolina, around Hillsborough Street, the N.C. State University “town/gown” connector, which was then listed as the state’s most dangerous street for pedestrians. At that time, the street was run down and home to a few businesses that appeared to be hanging on by a thread. Through a charrette-driven process, the community learned how street making is integral to their development. By the time the first major phase of the street remake was finished in October 2010, four roundabouts had been installed, a road diet was in place, and streetscape improvements included new medians, more parking,

wider sidewalks, and ample crosswalks. Today, the street is complete and alive. Nina Szlosberg-Landis, a former TV documentary producer and the “mother” of the Hillsborough Partnership, noted that more than \$200 million in new mixed-use development investments are coming to the street, traffic is flowing well, and students and motorists are safer and more comfortable. A hearty business environment is in place and growing. Even Raleigh’s own city councilors have been amazed at how the complete streets movement has affected the entire social and political processes. Russ Stevenson, at-large city councilor, and Mayor Charles Meeker (who is now tied as Raleigh’s longest-serving Mayor) attribute their success in politics, as well as their interest in walkability and transit, to the Hillsborough Street remake. These leaders consider themselves well versed in how transportation investments can be leveraged to build a sustainable future and a more enjoyable present for the community.

Washington DC, Region, USA: We sometimes assume that there is an inherent conflict between economic, social, and environmental objectives, but this is not necessarily true. By helping to create a more diverse and resource-efficient transportation system, complete streets tend to enhance economic development as well as provide social and environmental benefits. Complete streets can provide the policy and grassroots support to assist in this change by building streets that people want to live on or nearby.

In a recent presentation, Chris Leinberger, an urban land use strategist and visiting fellow with the Brookings Institute, discussed the challenges of translating complete streets policies into successful on-the-ground projects. Leinberger focused on two areas of Washington, DC’s Metro Orange Line. Twenty years ago, there were only two neighborhoods in the DC region that could truly be described as walkable urban areas: Georgetown and Old Town in Alexandria, Virginia. The expansion of the Metro system in the 1980s and 1990s, along with enlightened local public sector leadership and an innovative private real estate industry, led to a walkable urban development boom. Now there are 39 walkable urban areas in the region, including areas within the DC

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limits such as Dupont Circle, downtown, the Capitol Waterfront, and those in the suburbs such as Reston Town Center (Reston, VA), Arlington, Virginia, and downtown Silver Spring in Maryland.

Today, the Orange Line is the single-most instructive metro line in the country. It is on this line that Arlington and Fairfax Counties chose fundamentally different approaches. Fairfax County elected to take the cheapest option available: running the new line down the undevelopable center of the existing I-66 highway. Arlington County chose, at its own expense, the harder placement, inserting transit into the center of a declining corridor, pulling the line from the highway and running it through its then-unwalkable and rapidly decaying commercial areas. Over the following decades, development in Arlington’s section exploded, with the price per square foot of real estate increasing 200 to 300 percent, which translated into 10 percent of the county’s land mass providing 50 percent of the tax revenues. Just over the county border in Fairfax, the metro line went down the middle of Route 66. Looking at aerial photos of the two areas is telling: one is densely devel-

oped; the other is empty save for a sea of park & ride lots. These parking lots may condemn the areas around the stations to perpetual underdevelopment without massive subsidies to deck the parking to free up land (though this land is 100 yards from the mid-highway stations) or even more expensive subsidies to put a buildable lid over the highway.

Complete streets are not simply about street design but rather about combining proper land development patterns and proper street designs that fit together. Street connections, block form, and other patterns matter. Land use development and transportation planning decisions cannot be made in isolation from one another. The standard practice should be toward improvement of accessibility and safety and to build sustainable, economically viable communities.

PERCEIVED OBSTACLES AND RISKS

A balanced transportation system resulting from multimodal transportation planning is often the most effective way to improve the driving experience while ensuring access to vital resources and reducing the problems drivers face such as traffic and parking congestion, accident risk, and chauffeuring burdens.

A major obstacle to complete streets implementation is that many current transportation policies and planning practices favor mobility over accessibility and automobile travel over alternative modes.⁴¹ For example, a major share of transportation funding is dedicated to roads and parking facilities and cannot be shifted to support other modes or mobility-management strategies, even if they are the most cost-effective transportation system improvement options. The way we traditionally evaluate transportation system performance only considers delays to motor vehicle traffic; the delays that motor vehicle traffic imposes on pedestrians and cyclists (called *the barrier effect* or *severance*) is not generally measured in economic or planning analyses. Generous minimum-parking requirements and other zoning practices force developers to build sprawl rather than compact, mixed-use communities.^{42, 43}

Additionally, conventional travel statistics tend to undercount nonmotorized

travel activity, which leads to undervaluation and underinvestment in walking and cycling facilities. Travel surveys also undercount nonmotorized travel because they ignore short trips, non-work travel, travel by children, recreational travel, and the nonmotorized links on trips that involve motorized travel. For example, a bike-transit-walk trip is often coded simply as a transit trip, and a trip that includes walking several blocks from a parked vehicle to a destination is often coded simply as an auto trip. Nonmotorized travel is usually three to six times greater than surveys indicate.⁴⁴ The 2009 National Household Travel Survey indicates that walking, cycling, and public transportation represent approximately 15 percent of all travel and often two or three times more on major urban corridors. Inadequate walking and cycling facilities force people to drive for even short trips—sometimes to cross a busy road or to travel a single block—which significantly increases traffic congestion. We need much more investment in pedestrian and cycling improvements on our streets.⁴⁵

A focus on complete streets policy and projects may appear risky because it requires the entire community to set the vision, but it is actually riskier for communities to continue with current planning practices that undervalue and underinvest in all modes and fail to prepare for aging populations, rising fuel prices, climbing obesity rates, and increasing interest in less auto-dependent lifestyles. Americans drove almost three trillion miles in 2008, and many of those trips were very short—yet a vast majority of these trips were by automobile. Congestion is not solely an urban issue. Regions of all sizes have experienced increased congestion, costing the economy \$87.2 billion in hours lost to traffic jams and wasted fuel in 2007 alone. An evaluation of auto-dependent transportation systems found that their per capita congestion costs are significantly higher than systems that provide alternatives to driving.⁴⁶

Complete streets can be considered tools for building communities. One issue that can arise when considering complete streets is insufficient integration with other transportation and land development policies. Adding bicycle lanes on one roadway by itself will do little to increase cycling activity; it must be part of an integrated

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bicycle program that includes a network of trails and bicycle lanes, bicycle parking and changing facilities, and appropriate education and encouragement programs. Similarly, public transit facilities will provide little benefit unless implemented with other efforts to improve public transit service and encourage transit ridership. However, when properly implemented, an integrated program will provide substantial benefits, providing a high economic return on investment. This is why the emphasis must be on a complete streets policy as opposed to any project-specific undertaking. Communities can spend years battling about one street-improvement project, and when that is complete, they begin the cycle all over again. A complete streets policy, crafted by the community, ensures that the

vision is set by the community and that all street-improvement projects align with the vision the community has set for itself.

According to a new report by the Political Economy Research Institute at the University of Massachusetts–Amherst, building bike lanes, pedestrian projects, and bike boulevards creates more jobs per million dollars spent than road repairs and road resurfacing projects.⁴⁷ American Recovery and Reinvestment Act investments in public transportation created almost twice as many jobs per billion dollars invested as highway projects—16,419 versus 8,781 job months. Additionally, a \$100 million investment in Portland’s streetcars helped attract \$3.5 billion in private investment.⁴⁸ We cannot afford to squander our transportation investments. The benefits of complete streets can be vast. Complete streets can improve safety. Complete streets can target obesity rates by encouraging walking and bicycling for transportation and health. Complete streets can lower transportation costs for families. Complete streets can reduce oil dependence and carbon emissions. Complete streets can foster strong communities and build social capital. Complete streets can offer all people access to goods, facilities and community resources. Syndicated columnist Neal Pierce said it best in a recent column: “The old formula—easy mortgages, pro-sprawl land patterns, almost total automobile dependency—was overturned by the Great Recession. The excessive resources aren’t there to go back to.”⁴⁹

CONCLUSION

Jane Jacobs, author of *The Death and Life of Great American Cities*, stated that we were overbuilding our cities for our cars, stretching our cities out, making vehicles required for travel. She wrote:

“Automobiles are often conveniently tagged as the villains responsible for the ills of cities and the disappointments and futilities of city planning. But the destructive effects of automobiles are much less a cause than a symptom of our incompetence at city building.”

The simple needs of automobiles are more easily understood and satisfied than the complex needs of cities, and a growing number of planners and designers have come to believe that if they can only solve the problems of traffic, they will thereby have solved the

major problems of cities.

Cities have much more intricate economic and social concerns than automobile traffic. How can you know what to try with traffic until you know how the city itself works, and what else it needs to do with its streets? You can't."

This was 1961. Today, a significant portion of our transportation dollars continue to go to roads designed for a single use, exacerbating the problems associated with sprawl and contributing to the health and economic problems we face as a nation. The good news is that communities are starting to realize that transportation must address accessibility rather than mobility and they are looking for solutions to improve their transportation networks. A complete streets policy can help direct those dollars toward streets that support a broader range of social, environmental, and community-building goals while improving accessibility for all. ■

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DAN BURDEN

is co-founder and executive director of *The Walkable and Livable Communities Institute* (www.walklive.org), located in Port Townsend, Washington, USA. Dan's efforts to get the world



"back on its feet" have earned him lifetime-achievement awards from the New Partners for Smart Growth and the Association of Pedestrian and Bicycle Professionals. The

League of American Bicyclists named Dan as "one of the 25 most significant leaders in bicycling for the past 100 years." In 2001, Dan was named by TIME magazine as "one of the six most important civic innovators in the world." Also that year, the Transportation Research Board of the National Academy of Sciences honored Dan by making him its Distinguished Lecturer. In 2009, a user's poll by Planetizen.com named Dan as one of the top 100 urban thinkers of all time. Dan's work has been featured in coverage by Newsweek, CNN and Men's Health. Dan has nearly four decades of experience helping create livable communities with a focus on non-motorized transportation. He served as the first state bicycle and pedestrian coordinator for the Florida Department of Transportation (1980-1996) and this became the model for other statewide programs. He is a member of ITE.



TODD LITMAN is founder and executive director of the Victoria Transport Policy Institute (www.vtpi.org), an independent research organization dedicated

to developing innovative solutions to transport problems. His work helps expand the range of impacts and options considered in transportation decision making, improve evaluation methods, and make specialized technical concepts accessible to a larger audience. His research is used worldwide in transport planning and policy analysis. Mr. Litman has worked on numerous studies that evaluate transportation costs, benefits, and innovations. He authored the Online TDM Encyclopedia, a comprehensive Internet resource for identifying and evaluating mobility management strategies; Transportation Cost and Benefit Analysis: Techniques, Estimates and Implications, a comprehensive study which provides cost and benefit information in an easy-to-apply format; and Parking Management Best Practices, a comprehensive book available on management solutions to parking problems. He is a member of ITE.



Florida SRTS Updates

By Pat Pieratte

Florida SRTS Coordinator

(pat.pieratte@dot.state.fl.us, 850-245-1529)

July 29, 2011



Florida Updates: State

Update on Florida's SRTS Program: Since we are now five years into Florida's SRTS program, I thought this was a great time for a comprehensive update. Since the beginning of the program, 198 projects totaling \$64,150,653 have been selected for funding and put into our Work Program! Some of these projects have been completed, some are being worked on now, and some are scheduled to be constructed or implemented in the next five years. This includes both Infrastructure projects (like sidewalks and traffic engineering support) and Non-Infrastructure programs like educational and encouragement programs.

Florida has 1,501 public schools serving grades K-8. In the first five years, 257 schools (10.3%) have directly benefitted from these projects and programs. These schools are listed in the Work Program project descriptions. Besides the schools which directly benefitted, many more schools have received educational and encouragement programs through SRTS-funded groups which are providing programs to multiple schools. Several FDOT Districts have developed District-wide educational and promotional programs which reach a large number of schools. Also, the 13 Walking School Bus Coordinators of the Communities Putting Prevention to Work program have worked with many more schools. And Florida's Pedestrian and Bicycling Safety Resource Center based at University of Florida: (<http://www.pedbikesrc.ce.ufl.edu/>) is helping to get information and resources out statewide. So statewide we estimate about 1,000 schools have benefitted from SRTS programs and projects.

You may wonder about the involvement of the 2,056 Florida private schools in SRTS programs. Although they are eligible for SRTS funding, private schools are much less likely to be located in neighborhoods where many children could walk to the school. So they are less likely to get Infrastructure funding, and I recall only one private school which has received this funding so far. However, we do want to teach bicycle and pedestrian safety to all children, so private schools can and should be included in Non-Infrastructure programs.

Over the last few years, Florida has been working on a Pool Funded Study on SRTS with Washington, Texas, Mississippi and Wisconsin. On our webinar/conference call yesterday, the researcher who has been working with GIS data bases demonstrated early results for each of the five states, including maps showing all public schools and all SRTS-project schools. Using Florida's SRTS project information, data from the National Center for Education Statistics (NCES) and the school neighborhood demographic and socio-economic characteristics from Census 2000, the researcher came up with some interesting findings.

For instance, she estimated that in Florida, 61% of elementary students, 29% of middle school students and 24% of high school students live within 1 mile of a public school they could attend. I was surprised that Florida's number for elementary students is so close to the 2001 national average of 63%, since most of Florida was built after World War II and much development is spread out. Of course there are some limitations to these estimates. Because of counties which offer school choice and the fact that 31% of Florida students (K-12) attend private schools, these students may live close to a school they could attend, but they may really be attending another school. However, the high percentage of estimated elementary students living near a school shows the huge potential to increase the number of elementary children walking and biking to school in Florida.

These GIS methods show great promise, not only in showing what we have done so far, but to help us select the SRTS projects which will help the most students walk and bike to school, and to target more of our funding to under-privileged schools. In Florida, the East Central Florida Regional Planning Council is working on a similar GIS-based approach to analyzing SRTS projects in that area of the state. I will keep you posted on the progress of both projects.

Overall, I feel that Florida has done an excellent job launching and sustaining its SRTS program. You can all be proud of the work you have done to help with this process. Let's all keep up the good work, and let's hope that the final new Transportation Bill will include funding to allow us to continue for at least another five years!

PTA Leadership Conference's Healthy and Safe Kids Fair: I recently hosted a booth at this fair, in conjunction with the annual Florida PTA Leadership Conference at Innisbrook Resort in Tarpon Springs. I was assisted by Jason Jackman from University of South Florida's Center for Urban Transportation Research, and Leah McNaughton from the Florida Department of Health's Communities Putting Prevention to Work Program, which has been working to implement Walking School Buses statewide. Our table included "all things pedestrian and bicycle": Safe Routes to School, Walking School Buses, Bike Trains, the Florida Traffic and Bicycle Safety Education Program, and general bicycle and pedestrian safety. The Fair organizer was very excited about the buzz surrounding our topics, and definitely wants to include SRTS again next year, as well as trying to get us on the program for the conference itself.

Although attendance was down a bit this year, from 1,000 to 800, the three of us were busy from 9:00 a.m. to 6:00 p.m. with just a few breaks in the crowd. We were right across the aisle from the All Children's Hospital's table, which also had information on Walking School Buses in the Tampa Bay area. So there was lots of cross-aisle networking as people who visited their table first got sent to our table, and those from Tampa Bay who visited our table first got sent to their table.

The most exciting thing is that, while last year I spent much of my time at this event explaining what SRTS and Walking School Buses were, this year almost everyone seemed to know about these programs already! Many participants said something like "We participated in Walk to School Day last year, and we are planning a Walking School Bus this year". So the word is getting out, thanks to the efforts of FDOT, FDOH, the Florida SRTS Network project and the many local SRTS proponents. Keep up the good work!

Another thing which seemed new is that all PTA Chapters are required to host a Healthy and Safe Kids Fair. So contact your local PTA and ask when their fair is. This is a great opportunity for you to share information on your local SRTS projects and bike/ped safety.

Transplex Virtual Conference, fall 2011: Some of you may have attended previous Transplex conferences (Florida's Transportation Planning Exchange) which have been held in Orlando every few years. Their website describes the conference this way:

TRANSPLEX is a forum for individuals in the transportation planning community to share ideas, best practices, challenges and solutions. The goal of the Exchange is to build relationships and strengthen communication among Florida's transportation professionals.

This year you can participate in this conference without travelling or paying for registration! The conference will be held as a virtual conference over a period of time this fall, probably in October. If you missed the kickoff session for the conference, you can see the archived webinar and read more about the different types of sessions planned at: http://transplex.org/conference_11.asp. If you are interested in presenting on SRTS or other topics at this conference, or suggesting topics and/or speakers, you can fill out a Session Survey at <http://transplex.org/survey2011.asp>. To receive updates on the conference, you can subscribe to TranPlan News at: <http://www.dot.state.fl.us/planning/news/>.

Meet Ken Foster-Bike Florida's New Ride Director! This article is reprinted from the Share the Road newsletter:

*This month, we welcome our newest member to the Bike Florida Team- Ride Director **Ken Foster!** Ken is a long-time resident of Tallahassee, which will be a host city for Bike Florida 2012. Ken has spent years spearheading mountain biking activities in the busy Tallahassee cycling community. He currently holds his second term as President of the TMBA, the [Tallahassee Mountain Bike Association](#). Ken owned several bike shops in the Tallahassee area for 10 years.*

As part of the Leon County elementary school curriculum, bicycle safety is being taught to thousands of children- and Ken is leading the charge! Ken has been educating children on the rules of the road, the importance of proper helmet fit, signaling, etc. After time in the classroom, the students then spend 3 weeks on bikes, getting familiar with cycling. Bringing the knowledge and appreciation of cycling to the next generation is his goal.

Ken is an avid cyclist, advocate, and educator and we are looking forward to having him with us! Welcome!

Ken helped us out by leading an excellent bicycle education session at our Take Your Child to Work Day in April. We know Ken will be a great asset to Bike Florida in this statewide roll!

Other news from Bike Florida:

- Bike Florida received a Visit Florida Cultural Heritage and Nature Tourism Grant for marketing purposes in the amount of \$4,000, to continue promoting their "Share the Road" mission and Bike Florida's cultural and historic tours throughout Florida.
- Florida state parks will offer free admission on the following dates this fall:
 - **Sunday, September 11** – Literacy Month – Free with library card, library book or donation of family-friendly book
 - **Friday, November 11** – Veterans Day – Free for all

Florida Updates: Local

Pinellas to Host SRTS Conference: The Pinellas County Communities Putting Prevention to Work program is sponsoring a SRTS Conference on Wednesday, August 3, to introduce local teachers to the program and how it can be implemented in local schools. Robert Ping and David Cowan from the SRTS National Partnership will be leading the conference and explaining the basics of SRTS, and Sara Zimmerman from Public Health Law and Policy will give a session on Liability. Breakout sessions include Heather Murphy on funding and resources, Robert and Jason Jackman on Walking School Buses, and Sara and David on Walk Audits. It should be a great conference!

News from Other States and Countries

Reduced Sensitivity to Visual Looming Inflates the Risk Posed by Speeding Vehicles When Children Try to Cross the Road: This recent research published by the Association for Psychological Science studied the abilities of children to detect “looming” or fast-approaching vehicles at different speeds. The Discussion section of this report says, in part:

In this study, we determined that children could not reliably detect a vehicle approaching at speeds higher than approximately 25 mph and did not reach adult levels of perceptual performance under most viewing conditions...

The thresholds suggest that when children do not fixate directly on approaching vehicles, or are in motion themselves, they cannot reliably detect the approach of vehicles that are 5 s [seconds] away and traveling at speeds of 30 mph or higher.

Our findings have important implications for road-safety policy in terms of the upper limits of vehicle speed that allow children to make accurate judgments, and these findings converge with evidence that the risk of pedestrian accidents involving children is nearly 3 times higher in places where mean speeds exceed 25 mph compared with places with lower mean speeds (Roberts, Norton, Jackson, Dunn, & Hassall, 1995). These data support the case for reduced speed limits outside schools and in other areas densely populated by children (Department of Transport, 1999). Existing research shows that reducing traffic speeds to 20 mph leads to a 50% reduction in the number of 6- to 11-year-olds who are killed or seriously injured in traffic accidents (Grundy et al., 2009). In part, this reduction is due to speed of impact: Pedestrians have a 90% chance of surviving being hit by a car traveling under 20 mph, but less than a 50% chance of surviving an impact with a car traveling at 28 mph or higher (Toroyan & Peden, 2007). However, our results suggest that children’s perceptual limitations place them at greater risk of stepping out in front of cars that are traveling at higher speeds. The combined implication is that driving in excess of 20 mph in a residential or school area not only increases the potential severity of any impact with a pedestrian, but also increases the risk that a child will injudiciously cross in front of the vehicle.

This research shows why it’s so important for adults to accompany young children on their walks to school, and for them to explain what they are looking for and how they are making decisions about when to cross the street. Read more at: <http://pss.sagepub.com/content/22/4/429.full.pdf+html>.

U.K. study explains how and why to encourage walking: This article is reprinted from the July 2011 issue of the *Transportation and Public Health E-Newsletter*: <http://tinyurl.com/3tmeykc>.

[Living Streets](#), a U.K.-based organization dedicated to “putting people first” in the construction of streets, has recently released a report entitled [Making the Case for Investment in the Walking Environment](#), commissioned from the University of the West of England. This report reviews evidence in studies conducted by advocacy organizations, independent organizations and academic institutions that focus on the costs and benefits of investments in the walking environment. The reported benefits of walking and environments that support walking were extremely diverse; however, improvements to health due to increased physical activity provided the most significant financial benefit.

Overall, it was reported that walking-friendly environments in urban areas are correlated with 24%-100% greater probabilities of walking. Walking has been shown to have significant mental and physical health benefits, including reductions in the risk of obesity, high blood pressure, diabetes, overall mortality, anxiety and depression. The development of environments that are supportive of walking has indirect benefits as well—by promoting walking above other modes of transportation, these environments can induce a shift from automobile dependence, thereby improving air quality.

The report also examined the specific projects and investments that have the greatest impact in the development of environments conducive to walking. These interventions include speed limits, safe routes to school, traffic calming and shared use paths. They have been shown to increase pedestrian activity and physical activity in general, improve safety and reduce noise.

Pedal-Powered School Bus Cuts Kids' Calories: While I don't usually include photos, I couldn't resist including the one below, showing a "pedaling school bus" from the Netherlands. The article includes this quote:

The child-powered school bus is a rental vehicle, to be hired by the day for fun rather than work.

Read more at: <http://www.wired.com/gadgetlab/2011/06/pedal-powered-school-bus-cuts-kids-calories/>.



Beloved 'Rosie the Crossing Guard' dies at 83: This article from Madison, Wisconsin is a tribute to a crossing guard who served for 47 years. The article reads, in part:

...morning and afternoon, rain or shine, snow or heat, for 47 years, Rosie was always there to shepherd students safely across Old Sauk Road.

But after retiring at the end of the school year for health reasons, Rose Hiestand passed away Saturday after a short bout with cancer. She was 83.

Decked in a blaze orange vest with a stop sign in one hand and a cheery demeanor, Hiestand crossed nearly 10,000 children during her career, according to Madison police crossing guard supervisor Patti Knoche.

In 8,500 days of work over five decades, she likely missed fewer than 12 for illness. She never had a driver's license and walked twice each day up the hill on Old Sauk Road.

Read more at: <http://tinyurl.com/3hr9mwn>. FDOT's Mary Anne Koos remembers her fondly, as Rosie was her crossing guard when she went to grade school in Madison. Mary Anne commented:

Rosie supervised every driver and 300 plus kids each year, and knew us each by name and who our friends were. A constant force in our before and after school mischief!

Reliability and Validity of the Safe Routes to School Parent and Student Surveys: This research funded by the Active Living Research program of the Robert Wood Johnson Foundation was done to test the reliability and validity of the SRTS surveys created by the National Center for SRTS. These excerpts from the research summary are from the Active Living Research website:

METHODS: Students and parents from two Charlotte, NC (USA) elementary schools participated. Tallies were conducted on two consecutive days using a hand-raising protocol; on day two students were also asked to recall the previous days' travel. The recall from day two was compared with day one to assess 24-hour test-retest reliability. Convergent validity was assessed by comparing parent-reports of students' travel mode with student-reports of travel mode. Two-week test-retest reliability of the parent survey was assessed by comparing within-parent responses. Reliability and validity were assessed using kappa statistics...

CONCLUSIONS: The student in-class student travel tally exhibited high reliability and validity at all elementary grades. The parent survey had high reliability on questions related to student travel mode, but lower reliability for attitudinal questions identifying barriers to walking to school. Parent survey design should be improved so that responses clearly indicate issues that influence parental decision making in regards to their children's mode of travel to school.

In plain English, to quote Austin Brown from the National Center for SRTS:

- *The Student Travel Tally showed a high reliability for all elementary school grades examined (K-5). In other words, the children gave the same response about their school travel mode that they had given when asked the day before.*
- *A comparison of the reported school travel modes on the Student Travel Tally and Parent Survey were shown to be valid. In other words, how a child reported getting to and from school matched the parent's response to how their child traveled to and from school.*
- *Parent Survey questions about their child's school travel mode showed high reliability in the study. In other words, parents' responses to the questions about their child's usual travel mode to and from school were nearly identical at one point in time as they were two weeks later.*
- *However, parents' responses to questions about barriers to allowing their child to walk/bicycle to and from school showed low reliability. In other words, the issues parents indicated as barriers to allowing their child to walk/bicycle to and from school at one point in time were not consistent with the responses parents gave when asked again later.*

What does this mean for you?

These results support the idea that collecting school travel mode data by student hand-raising is a reasonably effective way of gathering such data, even among kindergartners. Moreover, Safe Routes practitioners and leaders should feel comfortable with the school travel mode information reported on the Parent Survey. The study's finding of poor reliability with regard to the barriers questions means that local programs should further explore the issues reported by parents to more accurately identify pertinent barriers. Conducting focus groups would be one method.

To access the journal article visit <http://www.ijbnpa.org/content/8/1/56>.

House Transportation Reauthorization Bill Slashes Spending, Consolidates Programs: This is from a July 11 article on the National League of Cities website:

House Transportation and Infrastructure Committee Chairman John Mica (R-Fla.) and other committee leaders last week outlined a \$230 billion six-year transportation authorization bill that would slash transportation spending by \$76 billion...

The House bill would slash current transportation programs by more than 33 percent, calling for consolidation of the current individual programs into a flexible state program that will allow states to maximize the available revenue...

The bill would consolidate 100 transportation-related programs into 30 and end programs such as transportation enhancements that have funded pedestrian walkways and bicycle paths in many cities, although the states would be allowed to spend funds on those programs if they wish.

If passed, there would be no dedicated funding for SRTS. Read more at: <http://tinyurl.com/3uq63mb>.

The following articles are reprinted from the July 30, 2011 *Centerlines* E-newsletter:

- **ALR SEEKS CONFERENCE ABSTRACTS AND AWARD NOMINATIONS:**

According to a recent announcement, "Active Living Research (ALR) announces a call for presentation and workshop abstracts, as well as a call for award nominations for its annual conference to be held March 12-14, 2012 in San Diego, CA. ALR invites abstracts to be considered for presentation at the 2012 Annual Conference. The theme of the 2012 conference, 'Disparities in Environments and Policies that Support Active Living,' recognizes the importance of engaging experts from multiple disciplines to address the inequities seen in many communities throughout the nation where childhood obesity and inactivity are the highest..."

"This year we will accept abstracts for workshop sessions. Workshops for researchers (e.g. methods, statistics) and practitioners (e.g. use of measures, dissemination or translation of findings to inform policy and practice) are encouraged. These sessions must be interactive and have clear learning objectives. Attendance will be limited (30) to allow presenters to engage the audience as much as possible."

"ALR seeks nominations for the fifth annual Translating Research to Policy Award to recognize innovative teams or individuals representing research, policy and/or advocacy who have had success in catalyzing policy or environmental change of relevance to youth physical activity, sedentary behavior and obesity prevention. In addition to a cash prize, the winner will be invited to present an oral presentation at the 2012 conference and the case study will be included in the ALR Annual Conference program."

For details and deadlines, go to: <http://bit.ly/foFdg>

- **MICHIGAN'S COMPLETE STREETS TRAINING IS PAYING OFF**

According to a July 7th Michigan Complete Streets Coalition blog entry, "The Michigan Department of Community Health (MDCH) recently released the following map overlaying complete streets ordinances and resolutions in Michigan against locations where complete streets trainings have occurred. It certainly appears that these trainings are having a dramatic impact. Of the 43 policies on the map, all but 16 are within counties where trainings have occurred. We are pleased to see such a strong correlation and commend the efforts of MDCH and all the partners involved in developing the Michigan Complete Streets Institute Training modules. The Michigan Trails and Greenways Alliance also have provided tremendous leadership in organizing local training sessions across the state the past few months. Likewise Michigan Citizen Planner offered an extensive Complete Streets Workshop Series across the state this Spring..."*

*Go to <http://bit.ly/pEk9P3> for details and the map

- **BEYOND SAFETY IN NUMBERS: WHY BIKE FRIENDLY CITIES ARE SAFER**

According to a June 27th Planetizen article "Davis, California, is widely celebrated as the bicycling capital of the United States with over 16% of the population commuting to work on bikes. What is less well known is the fact that the traffic fatality rate in Davis is also unusually low, at about 1/10th of the California statewide rate. Although this fact is not widely disseminated, there is growing data showing that cities with very high use of bikes for routine transportation almost always have much lower than average traffic fatality rates. The finding that most bike friendly cities are safer than average has been reinforced by the recent experience of cities such as Cambridge, MA, Portland, OR, and New York. These cities have garnered much press for their success in dramatically increasing bike use over the last several years. This increase in bike ridership has corresponded with an equally dramatic decrease in traffic fatality rates in all three cities. Interestingly, the decrease in fatality occurred not just for people on bikes, but for all classes of road users -- including people in cars and people on foot..."

Source: <http://bit.ly/oVXJBU>

Archive search: use "Search" window

Archive cost: No

Title: "Beyond Safety in Numbers: Why Bike Friendly Cities are Safer"

Author: Norman Garrick & Wesley Marshall

- **NEW NATIONAL PREVENTION STRATEGY INCLUDES SRTS:**

According to the July edition of *Safe Routes to School E-News*, "In June, the National Prevention Council released the *National Prevention Strategy: America's Plan for Better Health and Wellness* (<http://1.usa.gov/q9GgHa>). The National Prevention Strategy was authorized by the Affordable Care Act to help transform our health care system from a focus on sickness and disease to one that is focused on prevention and wellness. We are pleased to report that the National Prevention Strategy specifically highlights *Safe Routes to School* on page 39. It also highlights the concepts of school siting, joint use and Complete Streets and their impact on physical activity levels..."

Source: <http://bit.ly/nJxCgS>

New Research Reports of Interest: Below is a brief look at some research reports which may be of interest. These were all listed in one week of FDOT's Weekly Briefs, which indicates the level of interest in things related to livable communities and traffic safety. Click on the links to read more:

- [Public Perceptions on Transportation Characteristics of Livable Communities: The 2009 Omnibus Household Survey](#) - This BTS special report presents some of the key findings from the BTS Omnibus Household Survey conducted in October 2009 about transportation-related livability characteristics.

The report includes this quote:

Responses to the 2009 OHS suggest that a majority of the public considered it important to have a wide range of transportation alternatives.

85% of respondents felt that sidewalks, paths, or other safe walking routes to shopping, work, or school were important, and 69.8% felt that bike lanes or paths to shopping, work, or school were important. Among ages 18-34 (which includes parents of many school children), 91.5% felt that sidewalks were important.

- [Distractions Driving: What Research Shows and What States Can Do](#) - This report reviews and summarizes distracted driving research available as of January 2011 to inform states and other organizations as they consider distracted driving countermeasures.
- [Transportation and Health: Policy Interventions for Safer, Healthier People and Communities](#) - This report examines the effects of transportation policies on public health in three key areas - environment and environmental public health, community design and active transportation, and motor vehicle-related injuries and fatalities.

The Foreword includes these quotes:

We know that community design and walking and biking accessibility affect physical activity levels and heart health...

Our analyses show that many of the policies in this document can have immediate, mid-term, or long-term effects. Installing streetlights, new sidewalks, and bicycle-friendly infrastructure can have positive effects that are felt immediately. Incorporating bicycle boulevards or greenways into comprehensive community plans will likely bring about changes over time. The health effects of these policies will also play out in different time frames.

This report is worth a glance, especially at Chapter 2. *Policies that Enhance Community Design and Promote Active Transportation Policy*. Section 2-14 is entitled *Strengthen Safe Routes to School programs and improve infrastructure*. The conclusion for this section says:

SRTS appears to lead to a decline in pedestrian injury and an increase in walking and bicycling, among a key population—school children—that is experiencing a sharp decline in physical activity. The large demand for project funds suggests that there is considerable local support and enthusiasm for SRTS.

- [Multimodalism can move US to greater economic strength](#) - This HNTB white paper promotes multimodalism as a solution to our current transportation and economic woes.

TIGER grants are here again: On July 5, USDOT Secretary Ray LaHood wrote this article on the third round of these

grants. His article included these quotes:

I'm pleased to announce that we're making an additional [\\$527 million available](#) for a third round of TIGER funding. And we're encouraging states, cities, and local governments to [submit their applications](#)...

The TIGER program is already funding high-impact road, bridge, rail, transit, streetcar, port, pedestrian, and bicycle projects in all 50 states and right here in Washington, DC.

Read more at: <http://fastlane.dot.gov/2011/07/tiger-3.html>. States, cities, and local governments should submit [pre-applications](#) by October 3, 2011 to be considered.

Weight of the Nation: Moving Forward, Reversing the Trend: This national conference which will be held next year may be of interest to SRTS advocates. The description says, in part:

On May 7-9, 2012, the Centers for Disease Control and Prevention Division of Nutrition, Physical Activity and Obesity, will host Weight of the Nation™, at the Omni Shoreham Hotel, Washington, D.C. Planning for the 2012 conference is being done by CDC with members of the planning committee.

Weight of the Nation™ is designed to provide a forum to highlight progress in the prevention and control of obesity through policy and environmental strategies, and is framed around five intervention settings: early care and education; states, tribes and communities; medical care; schools; and workplaces. Plenary and concurrent sessions will highlight impactful strategies implemented in these settings that have led to policy and environmental supports that have improved population-level health....

Two outcomes are expected from Weight of the Nation™. First, in collaboration with partners, CDC will synthesize lessons learned from the conference to identify the challenges to obesity prevention and control, identify setting appropriate policy and environmental strategies to overcome these challenges and determine indicators of progress in implementing these strategies, and then disseminate policy and environmental best practices for obesity prevention and control. Then, CDC will utilize this information to produce its "National Road Map for Obesity Prevention and Control"; guidelines for investing in integrated obesity prevention and control initiatives.

In the 2009 Weight of the Nation conference, a panel moderated by SRTS advocate Mark Fenton included Deb Hubsmith, Founding Director of the Safe Routes to School National Partnership. I recommend reading the transcript of the session. You can also see the accompanying slides or see and hear the session by clicking on the Agenda tab at <http://www.weightofthenation.org/>, clicking on the 2009 conference and looking for *Health in All Policies I: Nexus Between Transportation and Obesity Prevention*. In this session, Deb Hubsmith made this memorable remark:

So, when someone says: We can't afford this. How can we do this? My answer to that is: We cannot afford not to invest in our communities and in walking and bicycle and pedestrian pathways. Think about these numbers. Only one percent of transportation funding from the last federal transportation bill went to walking and bicycling, when those modes of transportation represent 10 percent of all trips in America. And then when you analyze the fatalities, bicyclists and pedestrians represent 13 percent of all trips. So, if we want to start talking about equity in terms of safety and the transportation system, we need to be able to boost what we are investing in those modes in order to make it safer. And studies have shown time and time again that when you actually begin to create the networks, you not only get more people walking and bicycling, using public transit, getting to their schools on feet and bikes, but you are also have a healthier population, more people that are participating in those activities, and injuries and fatalities go down. And then just one other number is that 50 percent of trips in the United States are three miles or less in length. Just imagine how we could be meeting the Surgeon General's recommendations, the minimum recommendations for physical activity, if we just spent an incremental amount of more federal funding to completing our transportation networks throughout the United States. And how would that revitalize our communities and create an economic stimulus for people to get out there and patronize their local businesses and make our communities safe or healthier places to live? We can't afford not to invest in this.

Proposals for next year's conference can be submitted online beginning between August 1 and October 1, 2011. Read more about next year's conference at: <http://www.weightofthenation.org/>.

American Public Health Association Launches Online Transportation and Health Toolkit: The APHA website introduces the Toolkit this way:

As leaders of the public health community, you know what an enormous impact transportation decision making can have on a range of critical issues: public safety, air pollution, physical activity and obesity, built environment, equity and accessibility – to name just a few. This toolkit is an attempt to build a bridge between the public health and transportation communities, to create a common language for use by public health advocates that ensures our voices are heard by those who need to hear them.

The health and transportation toolkit includes talking points, outreach materials and resources. All are available for download below.

You can view and download the materials at: <http://www.apha.org/advocacy/priorities/issues/transportation/Toolkit.htm>.

The Nation's Health focuses on National Public Health Week 2011: The July American Public Health Association newsletter focused on the celebration of National Public Health Week which was held April 4-10, 2011. Two long articles highlighted activities around the U.S. in celebration of this week, whose theme was *Safety is No Accident: Live Injury-Free*. A number of celebrations around the United States included bicycle and pedestrian safety, bike rodeos, bike helmet giveaways and fittings, distracted driving awareness activities, bike rides, walks and runs. Florida was well represented in these celebrations. Here are some excerpts:

- *At the Florida International University Robert Stempel College of Public Health and Social Work in Miami, Fla., National Public Health Week events focused on the issue of pedestrian and driver safety on campus and in the surrounding communities.*

With a large percentage of the university's 42,000 students commuting to campus daily, the issue was of primary concern and led the school's student organization, the Stempel Public Health Association, to put together a campaign titled "Look Up!" The campaign encouraged students, faculty and staff to look up from their cellphones and other distractions while walking and driving on campus, especially when crossing major intersections...

- *The University of South Florida College of Public Health in Tampa, Fla., celebrated National Public Health Week with a variety of activities that emphasized the importance of safety, incorporated the key components of public health and showed that safety is fun.*

Public health students volunteered alongside other health students through the University of South Florida Health Service Corps in community outreach events. Those included a bike rodeo and "passport to safety" event, in collaboration with Safe Kids Tampa, where student volunteers taught more than 350 children, teachers and parents at two local public schools about staying safe at home, at school and at play...

At Safety on the Move Day, university students, faculty and staff and community members participated in a free defensive bicycling lesson and interactive games and displays led by the school's Center for Urban Transportation Research, Safe Kids Tampa, the Florida Department of Transportation and campus police. Safety at Play Day featured a national injury prevention expert and other professionals with the university's Sports Medicine and Athletic Related Trauma Institute discussing current research projects and community outreach initiatives.

Read more at: <http://thenationshealth.aphapublications.org/content/current>.

Centers for Disease Control and Prevention Launches Expanded Grant Tool: A recent announcement said:

Today, CDC has launched the first enhancements to the existing CDC FY2010 Funding Profiles tool at <http://wwwn.cdc.gov/FundingProfiles/FundingProfilesRIA/>. The tool now contains a "Query View" that offers the ability to view and download the detailed grants information behind the state and territorial summaries available through the "Map View." The query function offers details about each grant, such as grantee name, address, Congressional District and more. Users can view and download the full data set or the results of their specific searches.

The following new reference resources are available within the tool: (1) [Summary of What's New](#), (2) [Query Tips](#), and (3) a [Data Dictionary](#). As reminder, the [About the Data](#) file contains the parameters for this data set.

Some of these grants may offer partnership opportunities for local SRTS programs.

Recent research on health and transportation: The listing of research from the July 2011 issue of the *Transportation and Public Health E-Newsletter* includes these excerpted reports which may be of interest to readers:

- **Distance between speed humps and pedestrian crossings: Does it matter?** - Johansson C, Rosander P, Leden L. 2011. [Accident Analysis & Prevention](#). 43(5): 1846-51.
- **Assessing the impact of road traffic on cycling for leisure and cycling to work.** - Foster CE, Panter JR, Wareham NJ. 2011. [International Journal of Behavioral Nutrition and Physical Activity](#). 8(1): 61.
- **Use of a new public bicycle share program in Montreal, Canada.** - Fuller D, Gauvin L, Kestens Y, Daniel M, Fournier M, Morency P, Drouin L. 2011. [American Journal of Preventive Medicine](#).
- **Physical activity levels of high school students—United States, 2010.** – 2011. [CDC Morbidity and Mortality Weekly Report](#). 60(23): 773-777.
- **An Applied Ecological Framework for Evaluating Infrastructure to Promote Walking and Cycling: The iConnect Study.** Ogilvie D, Bull F, Powell J, Cooper AR, Brand C, Mutrie N, Preston J, Rutter H, and on behalf of the iConnect Consortium. 2011. [American Journal of Public Health](#). 101: 473 - 481.

More Miles on the Road Translates to More Pounds, Study Finds: This article begins:

Americans' love affair with their cars is putting record numbers of miles on their odometers, but it might also be putting record numbers of pounds around their middles.

*Suggesting that Americans' expanding waistlines are linked to increased automobile usage, a new study from the University of Illinois presents a compelling argument for driving less and walking or cycling more. Published online in May in the journal *Transport Policy*, the study points to lower rates of automobile use in regions of the United States that exhibit lower levels of obesity...*

"You can think of obesity as an energy imbalance," said lead study author Sheldon Jacobson, a professor of computer science and the director of the simulation and optimization laboratory at the University of Illinois. "People consume food, which is a form of energy, and then they expend it in their activities. But if you look over the last 60-plus years, the automobile has become our primary mode of transportation — so much so, in fact, we have literally designed our way of life around it. It is that energy imbalance that ultimately may lead to obesity."

Read more at: <http://thenationshealth.aphapublications.org/content/41/5/E22.full>

Practicing Courtesy to Keep Kids Alive: This article was written by Tom Everson of Keep Kids Alive, Drive 25 (www.KeepKidsAliveDrive25.org):

This morning at a local YMCA I noticed a lesson that can be applied to our driving behaviors.

An older gentleman held the door open for a troop of kids participating in summer camp. The first 10 or so walked through without saying a word. Then, one young boy - probably 7 years-old - said "thank you." Every child who followed him thanked the man for holding the door. That young boy had set courtesy in motion with two simple words - thank you.

Opportunities present themselves every day to start a wave of courtesy on roadways throughout the world. What do these opportunities look like?

They look like stopping at stop signs, using turn signals, obeying speed limits, and setting cell phones aside to concentrate on the task at hand - driving.

What drives you to courtesy behind the wheel? Your examples are welcome.

Florida & National Calendar of Events & Training Opportunities

❖ Indicates new items Calendar items are repeated until events are held All times are Eastern unless noted

- **July 28-30, World Symposium on Transport and Land Use Research,** Whistler (BC) Canada. Info: Center for Transportation Studies, Univ. of Minnesota. Info: <http://tinyurl.com/2azxuv8>.
- **August 16-18, 3rd Safe Routes to School National Conference,** Minneapolis, MN. This is the premier conference for SRTS advocates and practitioners. Info: <http://tinyurl.com/ajk7jy>.

- ❖ **August 17, 2:00-3:30 pm, free Webinar: *Promising Practices and Solutions in Accessible Transportation: Crossing Solutions at Roundabouts and Channelized Right Turn Lanes for Pedestrians with Visual Impairments.*** Presenters: Bastian Schroeder, NC State University; Janet Barlow, Accessible Design for the Blind; Lee Rodegerdts, Kittelson, Inc. More info and register at: <http://bit.ly/r03AIH>.
- ❖ **August 21-25, International Conference on Ecology and Transportation**, Seattle, WA. Info: <http://tinyurl.com/271m4sl>.
- **September 7-8, Conference on Performance Measures for Transportation and Livability**, Austin TX. Info: Tara Ramani, Conference Coordinator <t-ramani@ttimail.tamu.edu>; Katie Turnbull, Conference Planning Committee Chair k-turnbull@tamu.edu. Info: <http://tinyurl.com/4pgcecl>.
- ❖ **September 17-18, Wheels in Motion Conference**, Sydney, NSW, Australia. Info: <TomT@bicyclensw.org.au> <http://tinyurl.com/4hvsphq>.
- **September 22-23, 4th International Urban Design Conference**, Gold Coast, QLD, Australia. Info: Sarah Hoekwater, Conference Secretariat, PO Box 29, Nerang QLD, 4211, Australia; phone: +61 7 5502 2068, fax: +61 7 5527 3298, email: <conference@urbandesignaustralia.com.au>. More info: <http://tinyurl.com/7z6ukf>.
- ❖ **October 2-5, 5th Mid America Trails and Greenways Conference**, Fort Wayne, IN. Info: Amy Hartzog, City of Fort Wayne, phone: (260) 427-6228; email: <amy.hartzog@cityoffortwayne.org>. More info: <http://tinyurl.com/4cofdy7>.
- ❖ **October 3-5, Walk 2, the International Conference on Walking and Liveable Communities**, Vancouver, Canada. More info and registration is now open at: <http://tinyurl.com/4ysp5xj>.
- ❖ **October 16-19, Rail-Volution Conference**, Washington, D.C. This conference focuses on the relationship between rail, other forms of mass transit, and livable communities. More info: <http://www.railvolution.org/conference-program/schedule-of-events>.
- ❖ **October 25-27, Using Census Data for Transportation Applications Conference**, Irvine, California. Info: Transportation Research Board, Thomas M. Palmerlee, <TPalmerlee@nas.edu>. More info: <http://tinyurl.com/676ngsa>.
- ❖ **October 29-November 2, American Public Health Association's Annual Meeting 2011**: Washington, DC. The theme this year is *Healthy Communities Promote Healthy Minds and Bodies*. More info: <http://www.apha.org/meetings/AnnualMeeting/> .
- ❖ **November 8-11 - PolicyLink Equity Summit 2011**, Detroit. This conference focuses on creating a more sustainable and equitable development with access to jobs, transportation, education, health, and housing for all. More info: <http://www.equitysummit2011.org/>.

2012:

- ❖ **January 22-26, TRB 91st Annual Meeting**, Washington, D.C. Info: <http://tinyurl.com/4vk6jw8>.
- ❖ **March 12-14, Active Living Research Conference, *Disparities in Environments and Policies that Support Active Living***, San Diego, CA. Info on Call for Abstracts and nominations for awards at: <http://bit.ly/foFdg>.
- ❖ **April 16-19, National Association of Recreation Resource Planners (NARRP) Annual Conference**, Baton Rouge, LA. More info: <http://bit.ly/pVVUOV>.
- ❖ **May 7-9, 2012, Weight of the Nation Conference: *Moving Forward, Reversing the Trend***, Washington, D.C. , sponsored by the Centers for Disease Control and Prevention Division of Nutrition, Physical Activity and Obesity. Call for Papers accepted between August 1 and October 1, 2011. More info: <http://www.weightofthenation.org/>.
- ❖ **June 24-27, 4th Urban Street Symposium**, Chicago, IL. Info: TRB flyer <http://tinyurl.com/4p2yoc8>. Submit abstracts by Oct. 31, 2011.
- ❖ **September 10-13, Pro Walk/Pro Bike® 2012**, Long Beach, California, produced by the National Center for Bicycling & Walking, and Project for Public Spaces: email Mark Plotz, mark@bikewalk.org.