ChangeLab Solutions

Building *Bikeable* Communities

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Today's Presenters:

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Transportation Planner

ChangeLab Solutions

ChangeLab Solutions creates innovative law and policy solutions that transform neighborhoods, cities, and states. We do this because achieving the common good means everyone has safe places to live and be active, nourishing food, and more opportunities to ensure health. Our unique approach, backed by decades of solid research and proven results, helps the public and private sectors make communities more livable, especially for those who are at highest risk because they have the fewest resources.

ROADMAP

- Introductions and Overview
- Built Environment & Health
- Four Requirements for Bikeable Communities
- Complete Streets
- Success Stories

POLL

Do you currently work on biking policies/programs/activities?

1. Yes – have been for a while
2. Yes – new to it
3. No, but our agency wants to start working on biking activities
4. No – here to learn more
5. Other (please type in chat box)

POLL

Why are you participating on this webinar today?

1. Learning new information
2. Starting to work on biking policies/programs/activities
3. Collaborating with other organizations on biking policies/programs/activities
4. Other (please type in chat box)

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Making the Connection:
Built Environment & Health

What does a

look like?

URHAM
BOOK
exchange
PS ICE
FREE

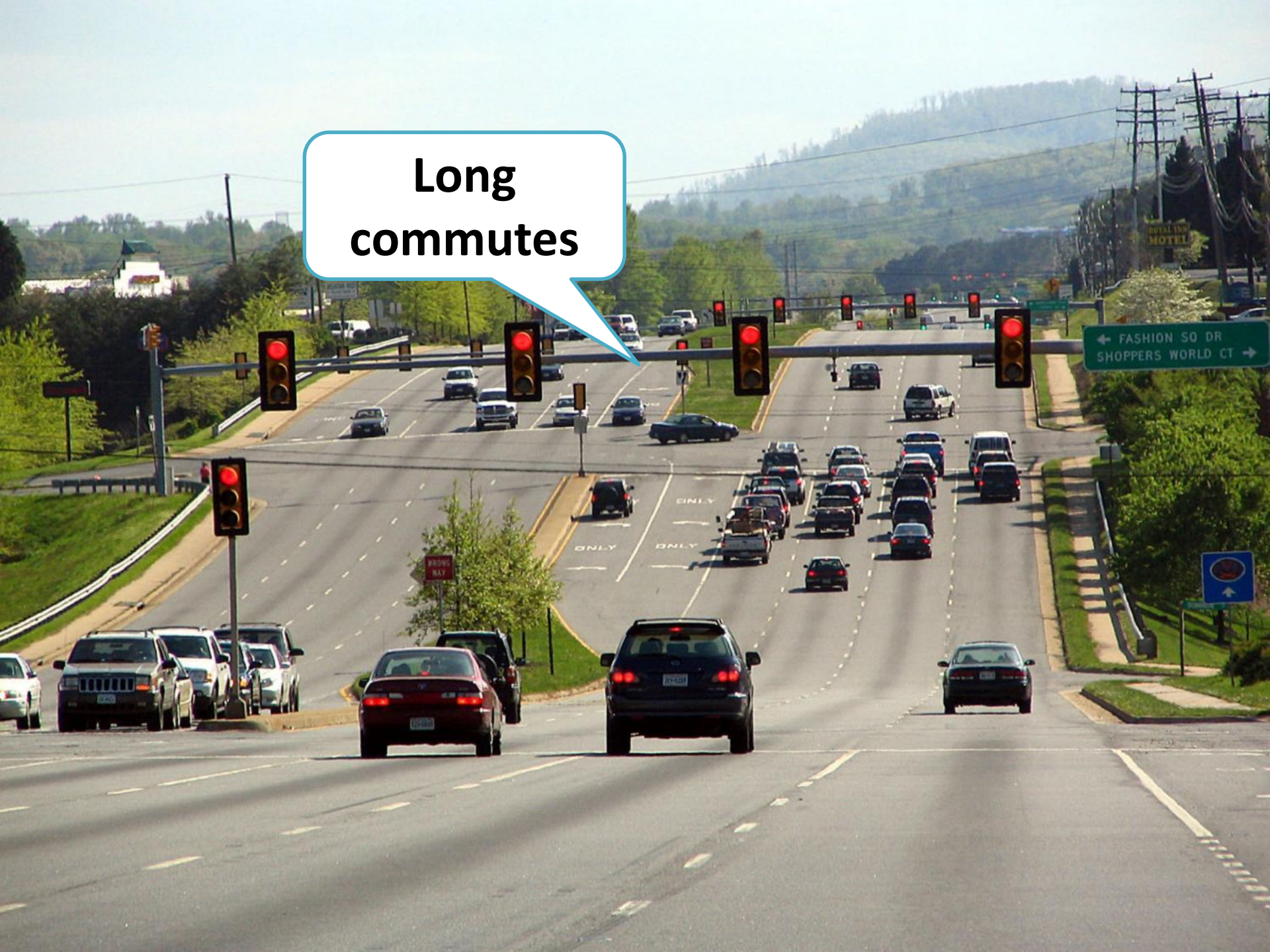
Physical activity
URHAM
BOOK
exchange
FREE

URHAM
BOOK
exchange
Trees and landscaping
Buffer from cars

Social connections
Safe streets
URHAM
BOOK
exchange
FREE

What makes communities less *healthy?*

FASHION SQ DR
SHOPPERS WORLD CT
ONLY
ONLY
ONLY
WRONG WAY
MOTEL


Long commutes
FASHION SQ DR
SHOPPERS WORLD CT
ONLY
ONLY
ONLY
WRONG WAY

Poor air quality
FASHION SQ DR
SHOPPERS WORLD CT
ONLY
ONLY
ONLY

Stress
FASHION SQ DR
SHOPPERS WORLD CT
ONLY
ONLY
ONLY
WRONG WAY

93 NORTH
LEFT LANE
Hardee's
Chevron
FAIRWA
PUB
LIQUOR STORE
WESTERN
FEDERAL

No protected bike lanes
Hardee's
Chevron
93 NORTH
LEFT LANE
FAIRWA
PUB
LIQUOR STORE
WESTERN FEDERAL

No sidewalks for walking
93 NORTH
LEFT LANE
Hardee's
Chevron
FAIRWA

Potential injuries
93 NORTH
LEFT LANE
Hardee's
Chevron
PUB
LIQUOR STORE

Hardee's
93 NORTH
LEFT LANE
PUB
LIQUOR STORE
Unhealthy fast food

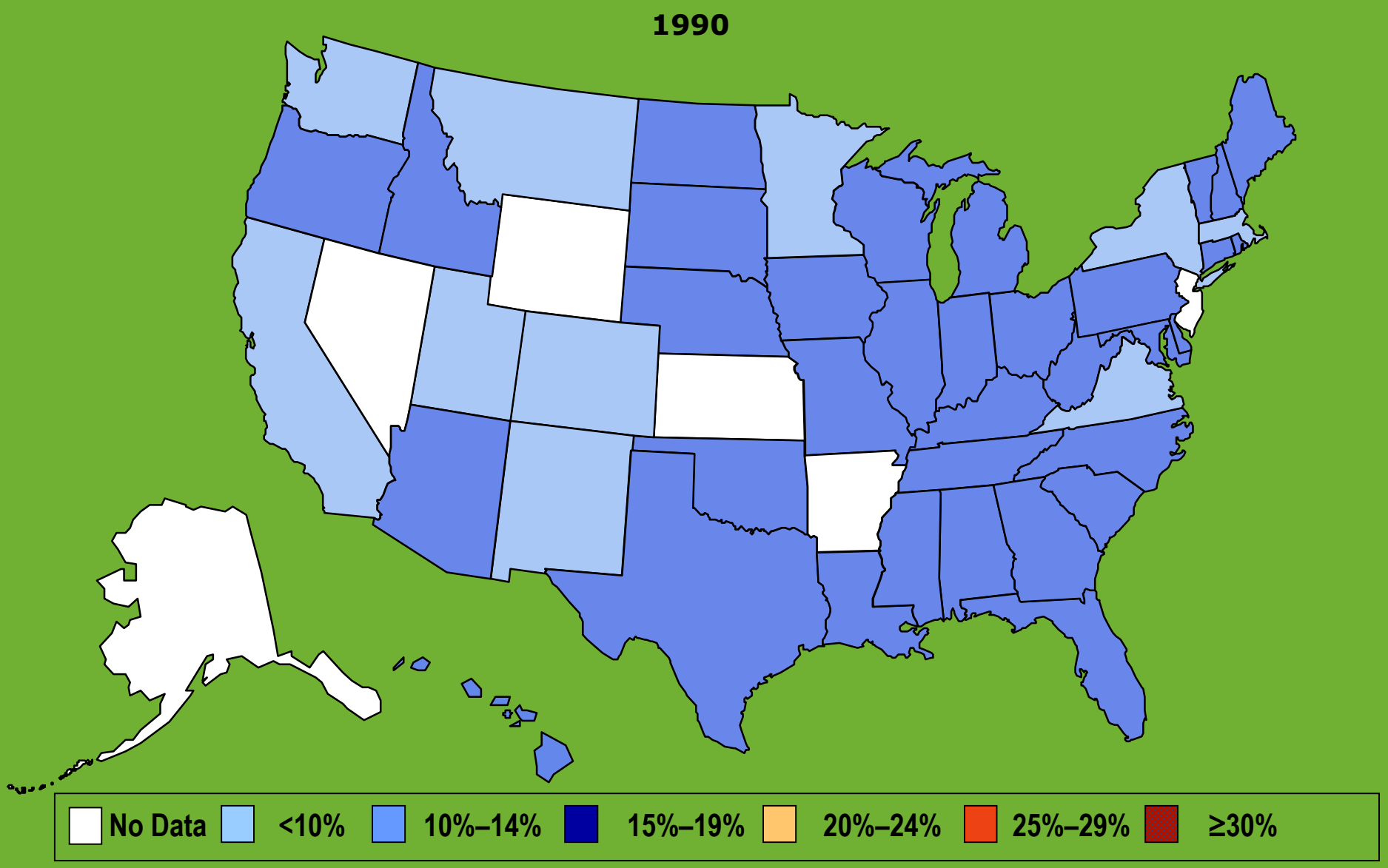
Image from Donald Appleyard
Livable Streets. University of California Press. 1981

What makes a *healthy community?*

healthy community

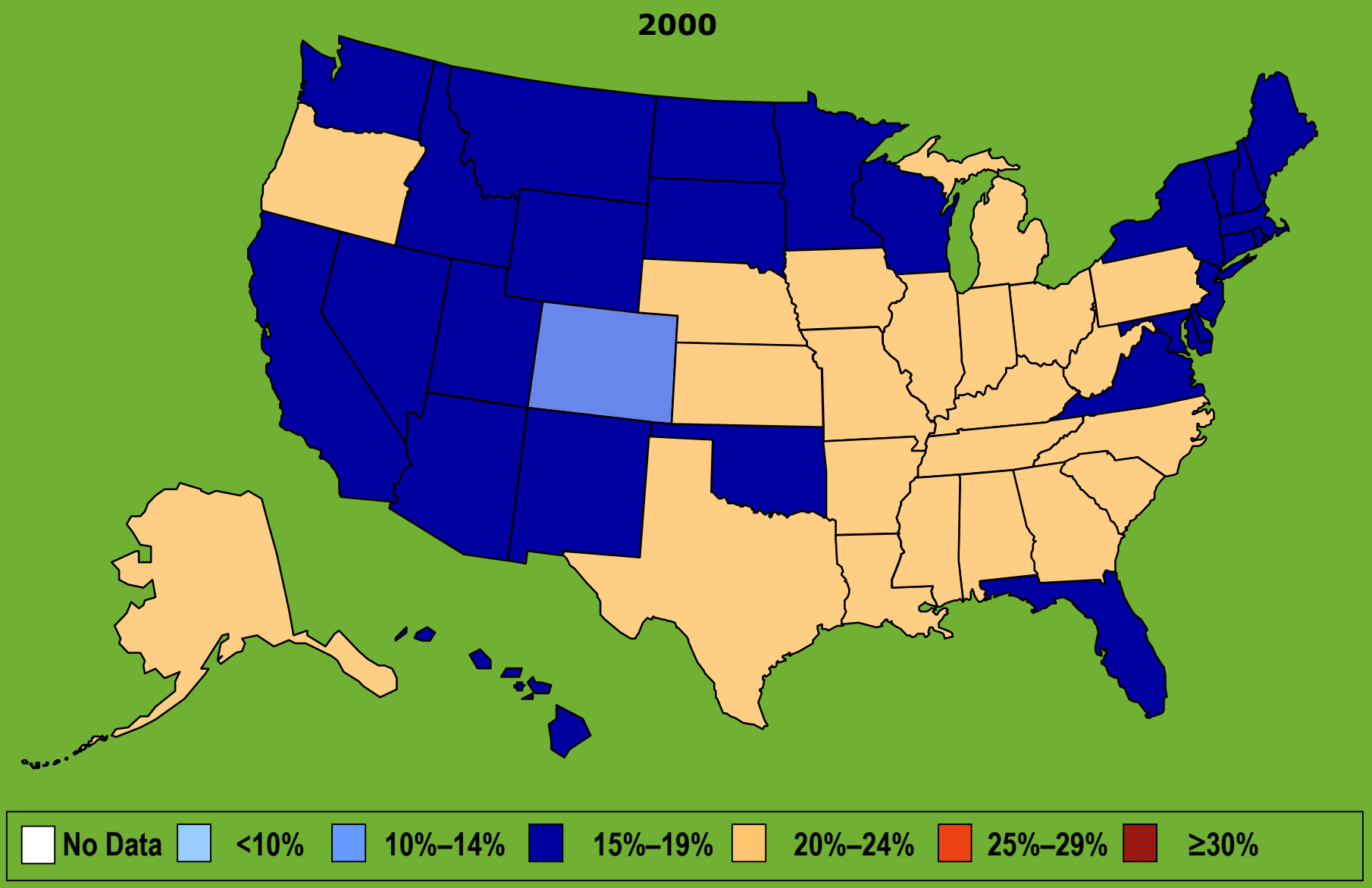
A place where the physical environment supports healthy behavior & good health

Obesity Trends* Among U.S. Adults: 1990



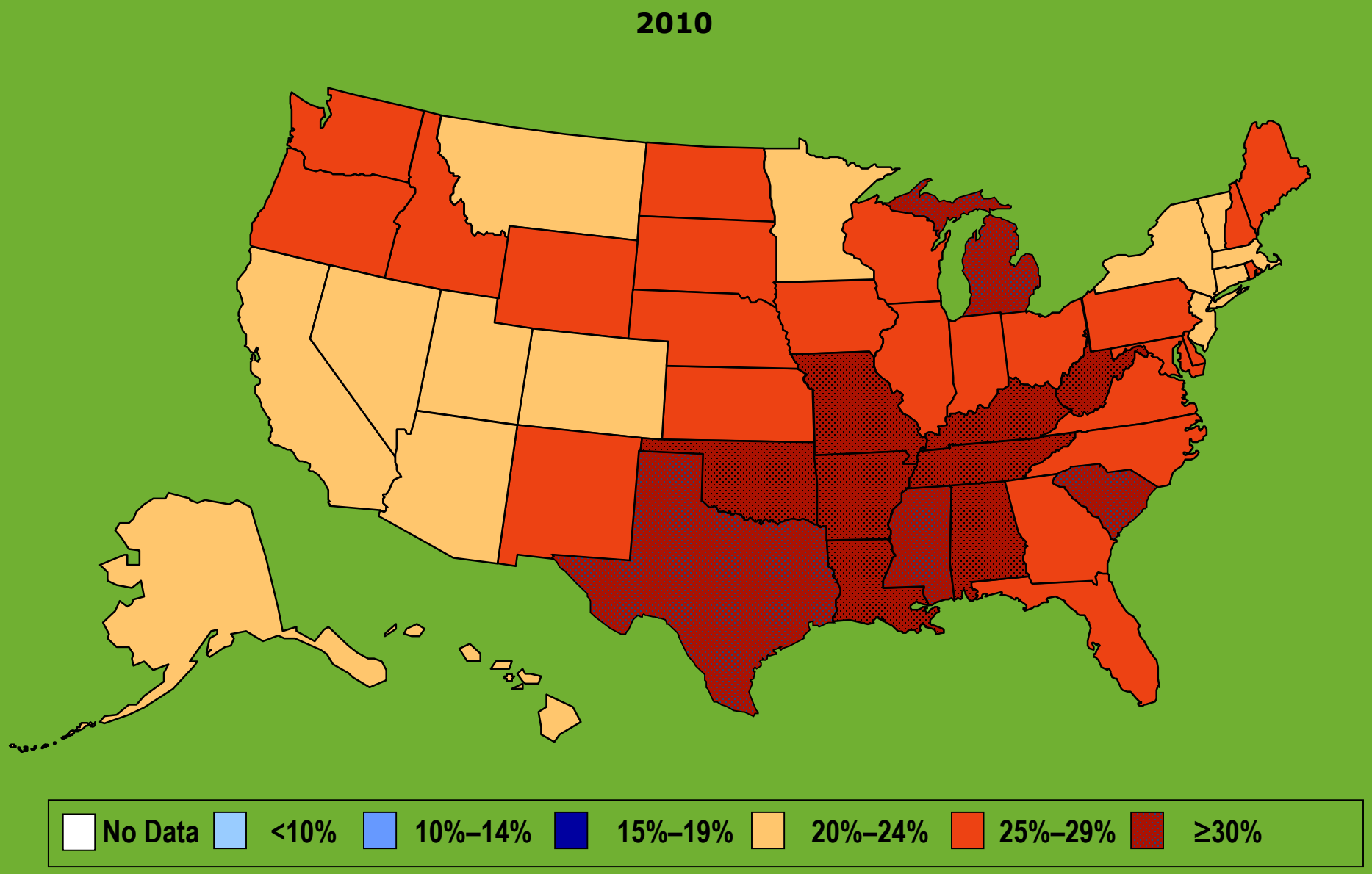
(*BMI ≥30, or about 30 lbs. overweight for 5’4” person)

Obesity Trends* Among U.S. Adults: 2000



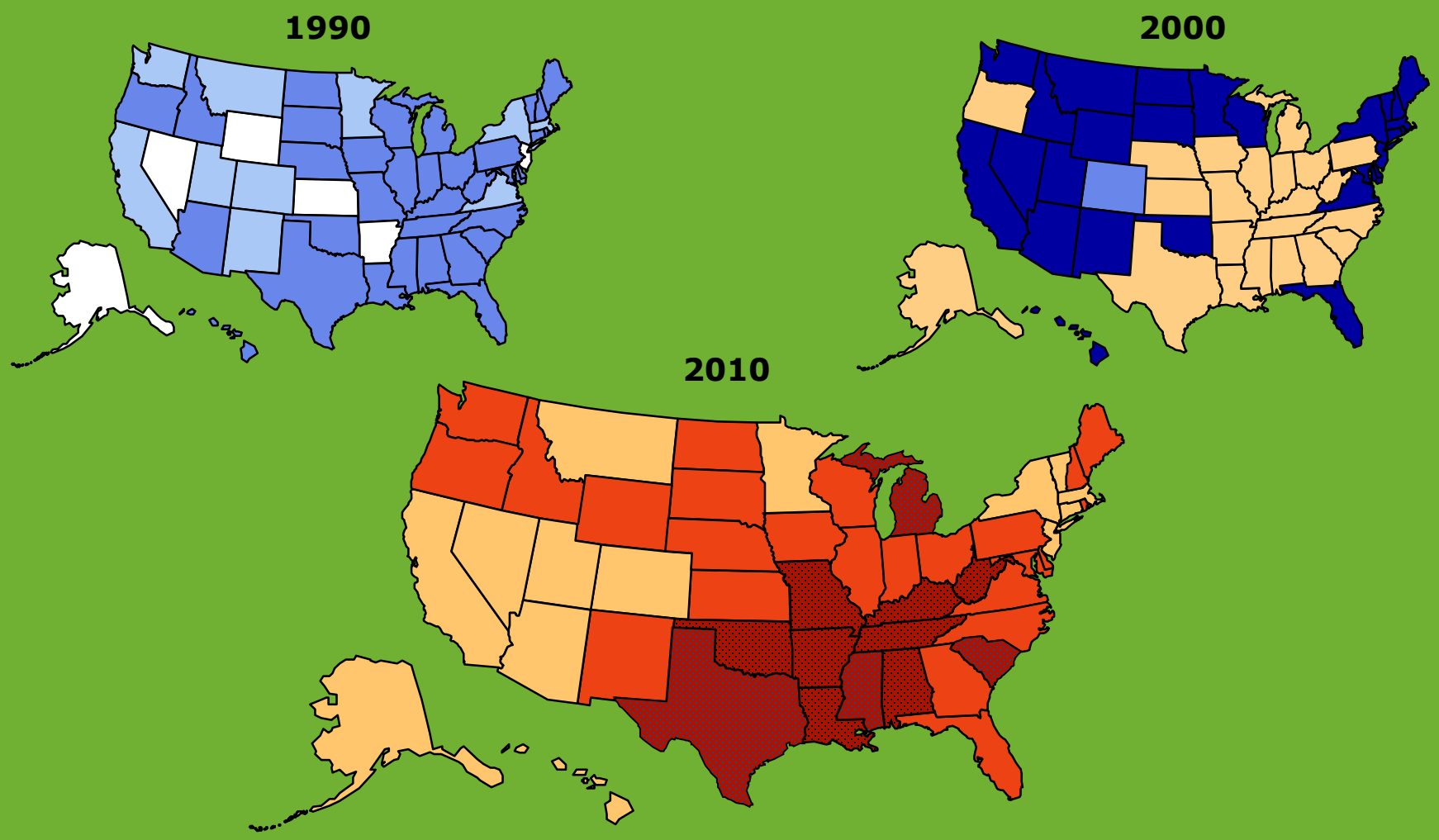
(*BMI ≥30, or about 30 lbs. overweight for 5’4” person)

Obesity Trends* Among U.S. Adults: 2010



(*BMI ≥30, or about 30 lbs. overweight for 5’4” person)

Obesity Trends* Among U.S. Adults: 1990, 2000, 2010



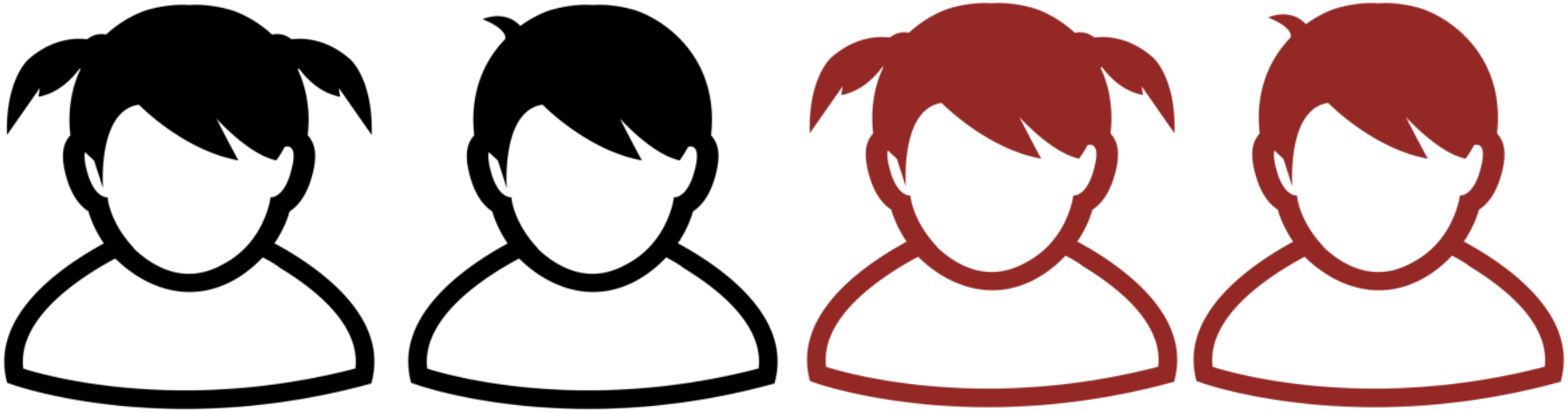
No Data | <10% | 10%–14% | 15%–19% | 20%–24% | 25%–29% | ≥30%

(*BMI ≥30, or about 30 lbs. overweight for 5'4" person)

1/3

of **CHILDREN** are overweight or obese

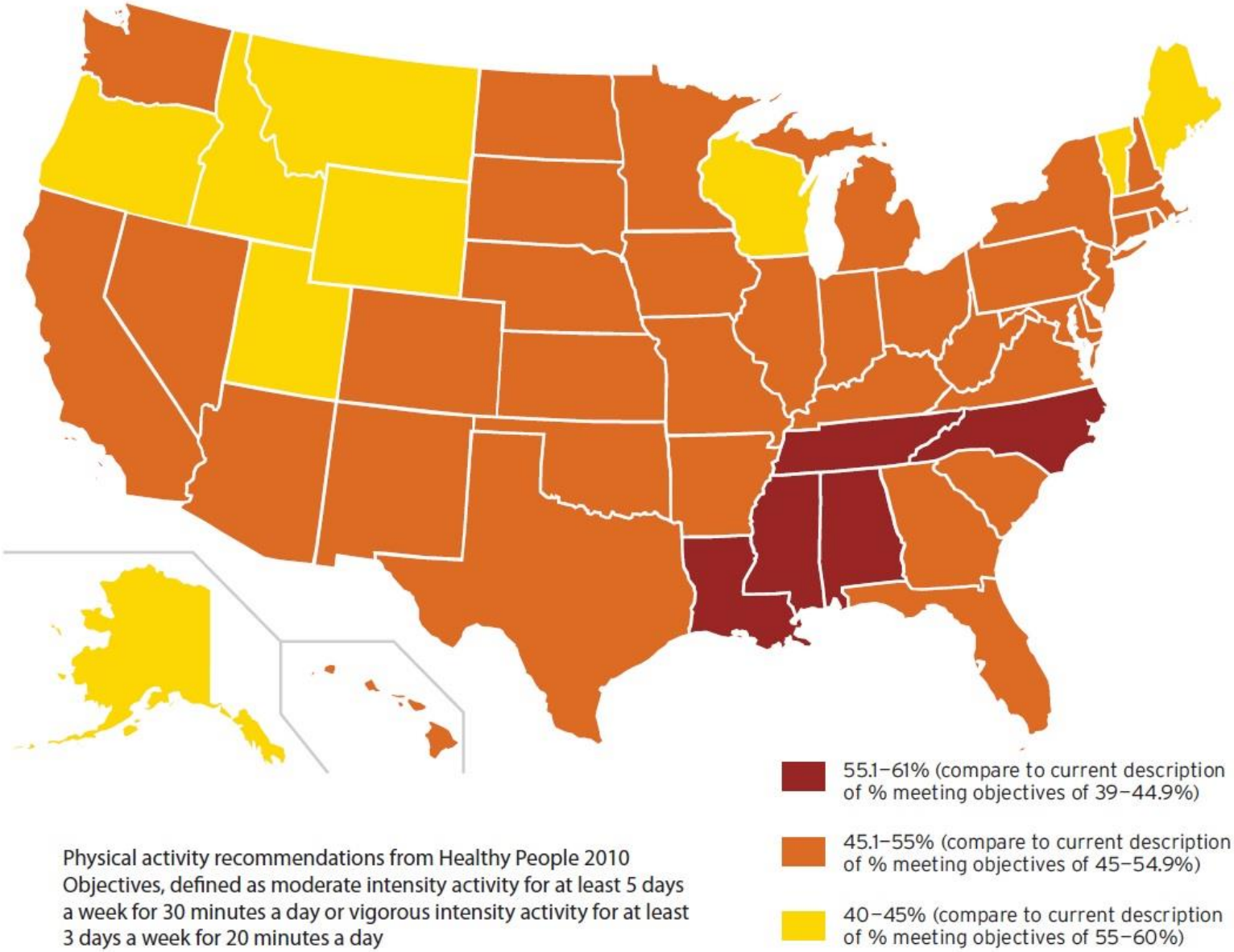
IN RURAL AMERICA, ESTIMATES ARE THAT



40-50%

of **CHILDREN** are overweight or obese

Percent of U.S. Adults Failing to Meet Physical Activity Recommendations



Source: CDC. Behavioral Risk Factor Surveillance System. 2007. http://apps.nccd.cdc.gov/PASurveillance/StateSumV.asp?Year=2007

Why are *streets* important to our health?

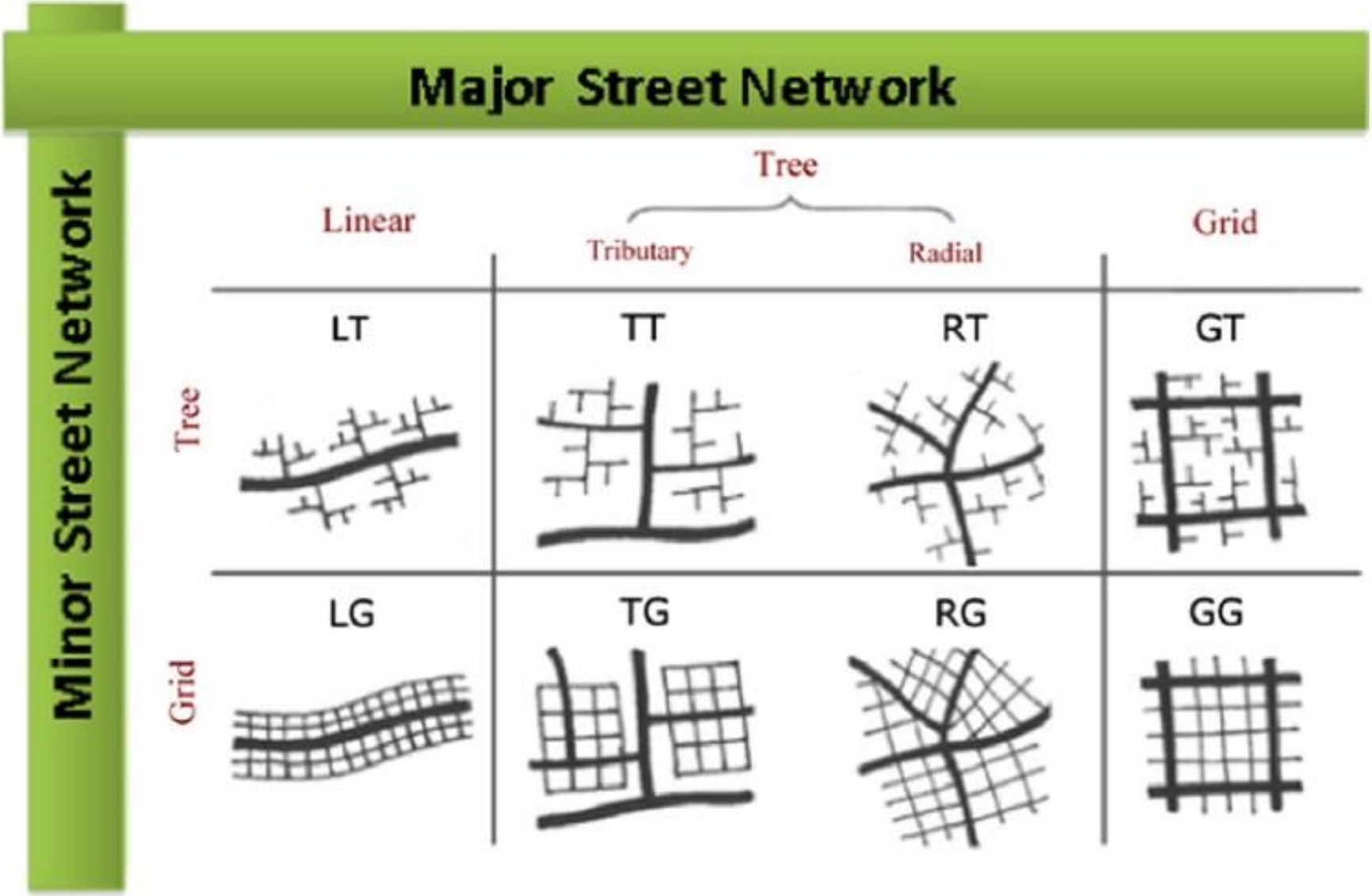
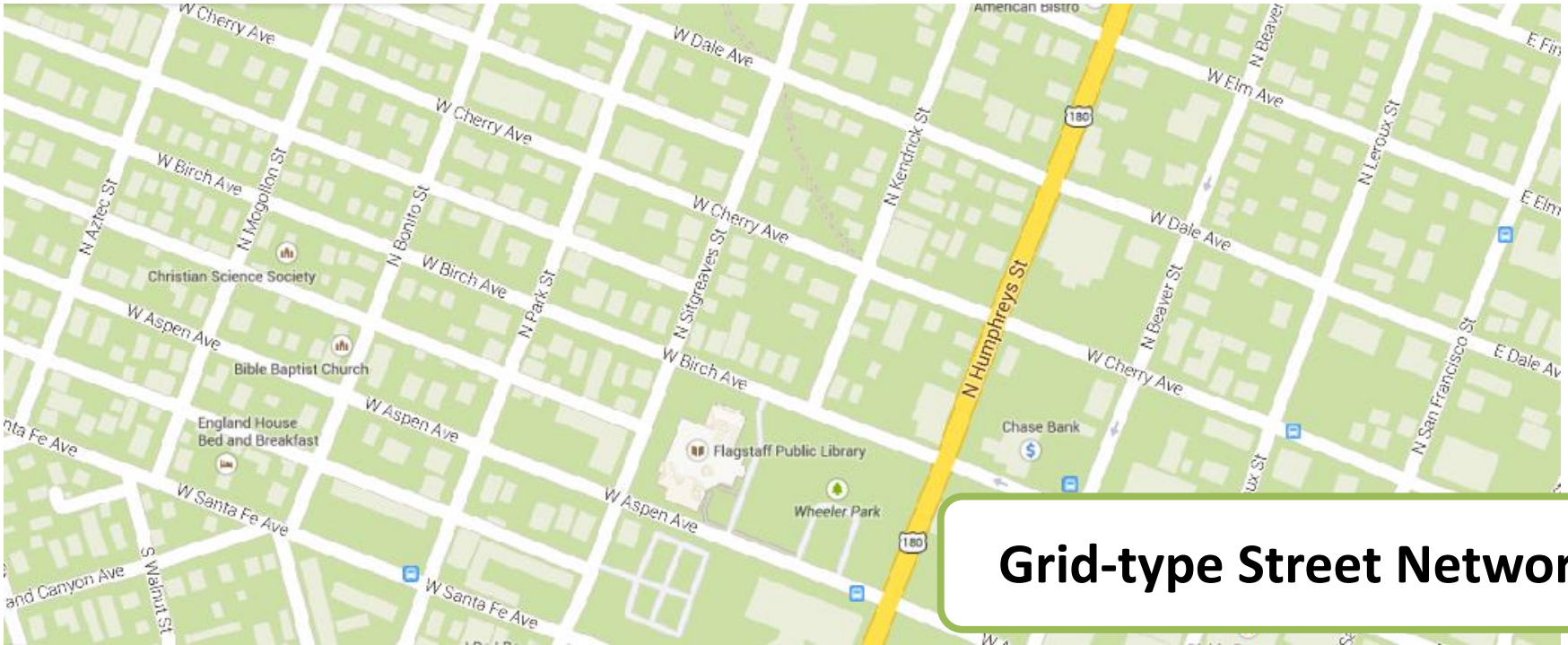


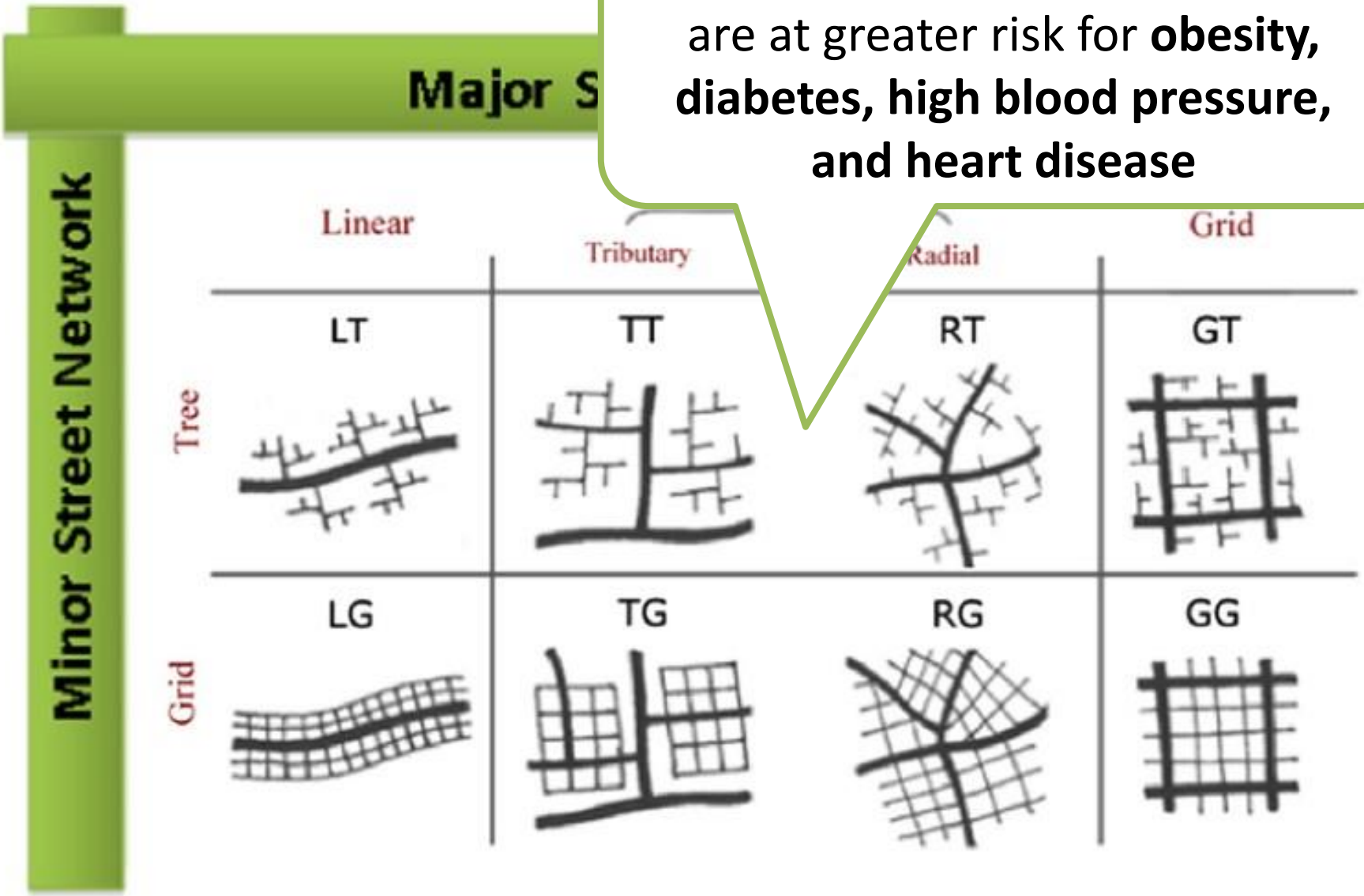
Fig. 3. Street Configuration Classifications, Adapted from S. Marshall [65].

Tree-type Street Network



Grid-type Street Network

People who live on streets like this are at greater risk for **obesity, diabetes, high blood pressure, and heart disease**



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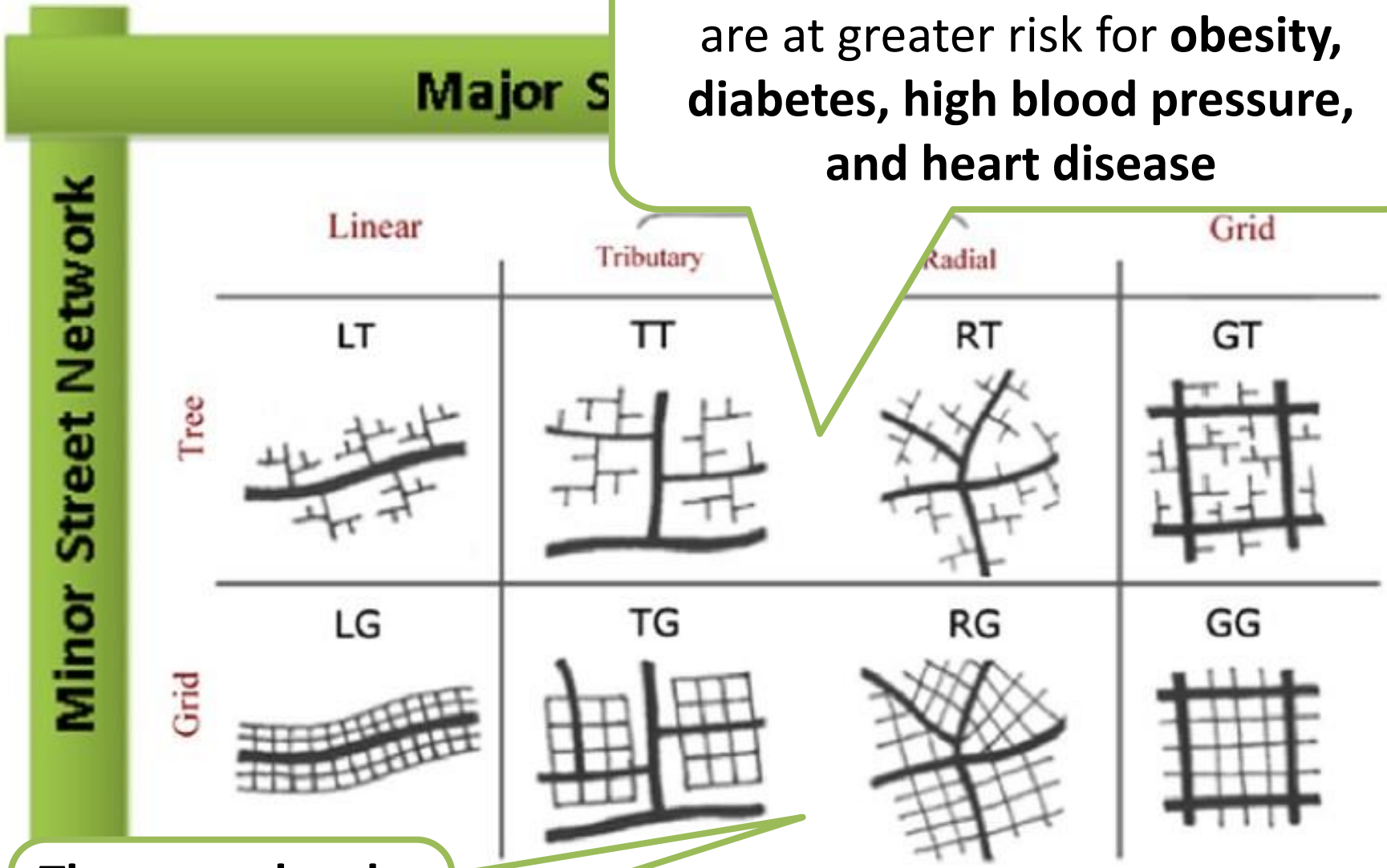


guration Classifications, Adapted from S. Marshall [65].

Than people who live on streets like this

Major Street Network

Minor Street Network

✓ 15 percent reduction in obesity rates

✓ 10 percent reduction in high blood pressure rates

✓ 6 percent reduction in heart disease rates

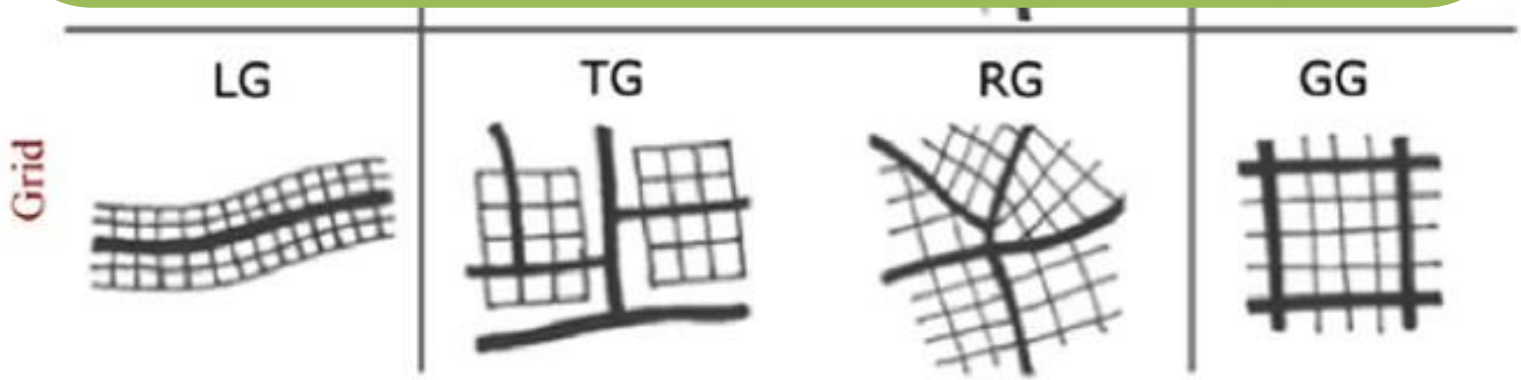


Fig. 3. Street Configuration Classifications, Adapted from S. Marshall [65].

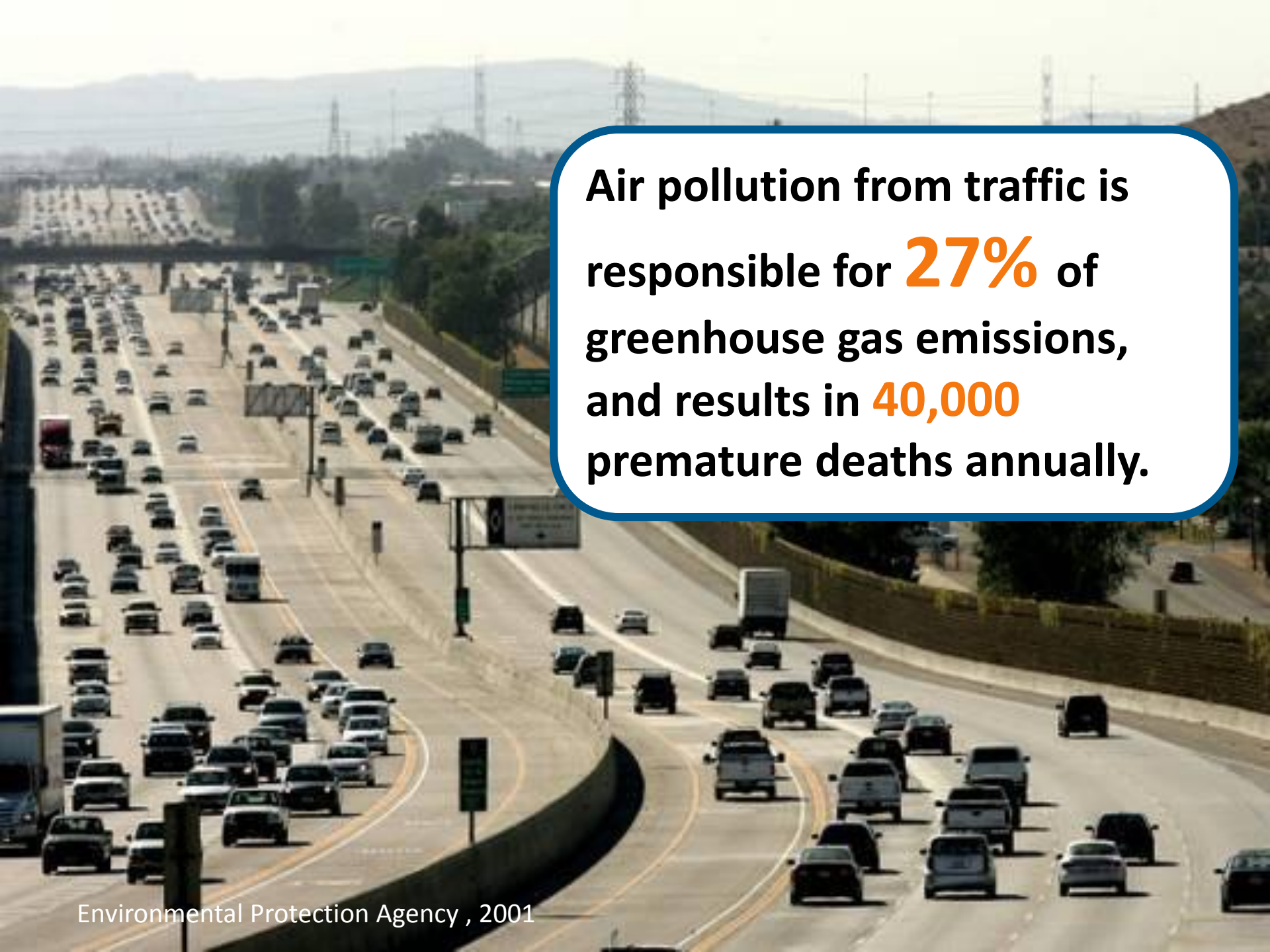
Every additional hour spent in a car per day is associated with a
6% greater risk of being obese
Frank , Ma, and Schmid, 2004

A man who lives in a walkable, mixed-use area is

10 pounds

lighter than a similar man who lives in a car oriented area.

Howard Frumkin, Lawrence Frank., & Richard Jackson. 2004. *Urban Sprawl and Public Health: Designing, Planning, Building for Healthy Communities.*



Air pollution from traffic is responsible for 27% of greenhouse gas emissions, and results in 40,000 premature deaths annually.

Environmental Protection Agency , 2001

AARP, 2008; U.S. Department of Transportation, 2004

ISUZU

Ewing, Frank and Kreutzer, 2006

…than on a street like this

By **walking or bicycling** to school, children get more physical activity, lower their risk of obesity, and arrive **focused and ready to learn**.

Almost **1/3** of Americans who commute to work via public transit meet their daily requirements for physical activity by **walking as part of their daily life.**

Besser and Dannenberg, 2005.

Image Source: www.pedbikeimages.o

“Tell me your zip code, and I’ll tell you how long you’ll live.”

-- Dr. Bob Ross, CEO of The California Endowment

Place, race, wealth, and health are linked.

Walking and bicycling are generally less safe in low income communities and communities of color

Dollars and cents of healthy *streets*

LOCAL JOBS CREATED PER $1 MILLION SPENT:

Road-only projects: 7.8

Multi-use trails: 9.6

Pedestrian projects: 10

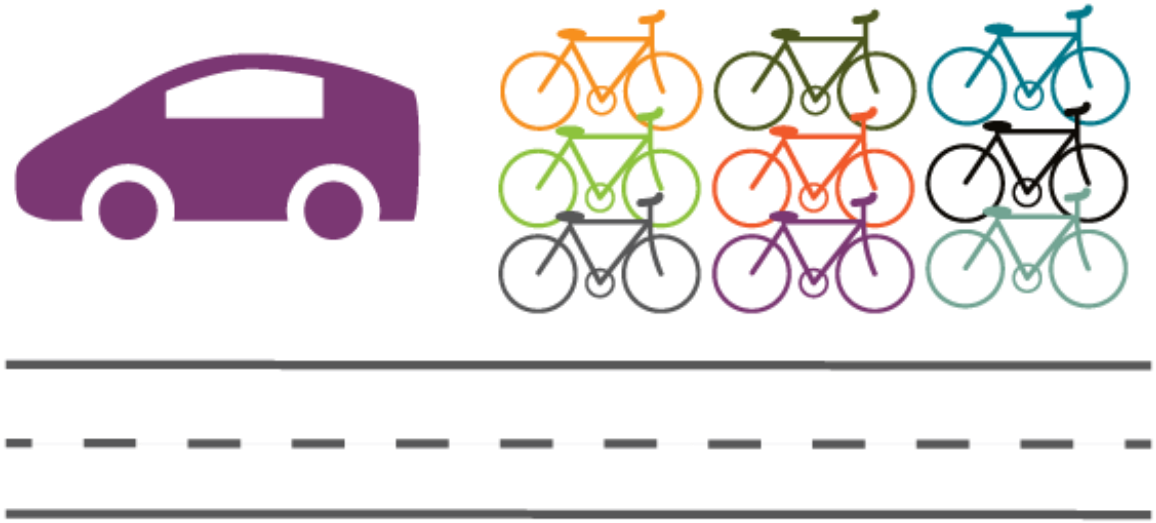
Bicycle projects: 11.4

Heidi Garrett-Peltier. 2011. *Pedestrian and Bicycle Infrastructure: A National Study Of Employment Impacts.* Political Economy Research Institute University of Massachusetts, Amherst.

REDUCE REPAIR + MAINTENANCE COSTS

Road Damage:

1car = 9,600 bikes



INCREASE SALES TAX RECEIPTS

Mode of transportation:	$ spent weekly in Polk Street Stores:
	$130.12
	$122.62
	$90.12
	$82.02

(from San Francisco MTA Polk Street Study)

Pedestrians, transit users and bicyclists spend more money locally

INCREASE BENEFITS FOR COSTS

For every $1 spent on bicycle infrastructure,

there is a **$4-5** return on investment

- ✓ **Reduced health costs**
- ✓ **Increase in safety**
- ✓ **Reduced costs to motorized traffic**

POLL

How often do YOU ride a bicycle?

Choose only one

- Every day
- Once a week
- Once a month
- A few times a year
- Once a year
- Never

POLL

WHY do you ride a bicycle?

Choose ALL that apply

Exercise
Errands/shopping
Commute to work
Connect to transit
For Fun / Leisure
Other (type in chat box)
I don’t ride a bike

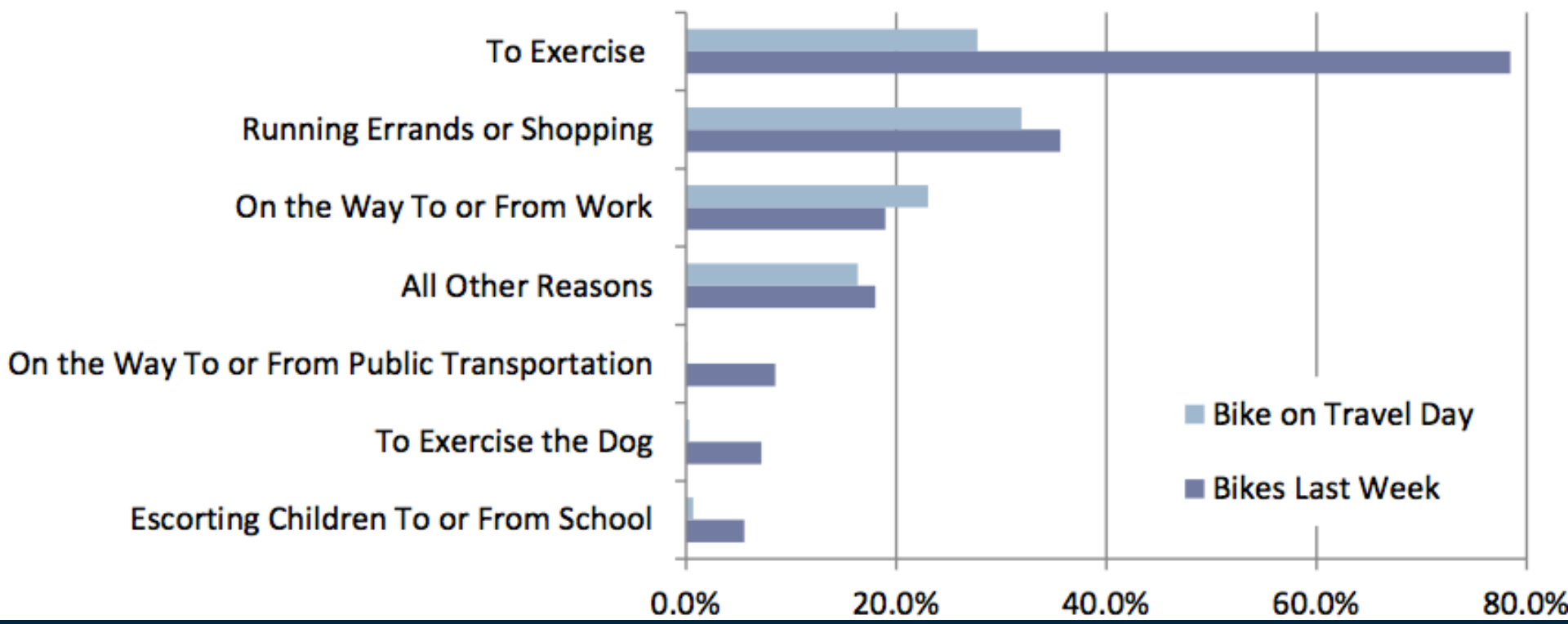
POLL

Why DON’T you ride a bicycle?

Choose ALL that apply

- Too many cars
- Cars too fast
- Unsafe street crossings
- No bike paths
- Destinations are too far away
- Other (type in chat box)

Why do Californians Ride a Bike?



Why DON'T Californians Bike?

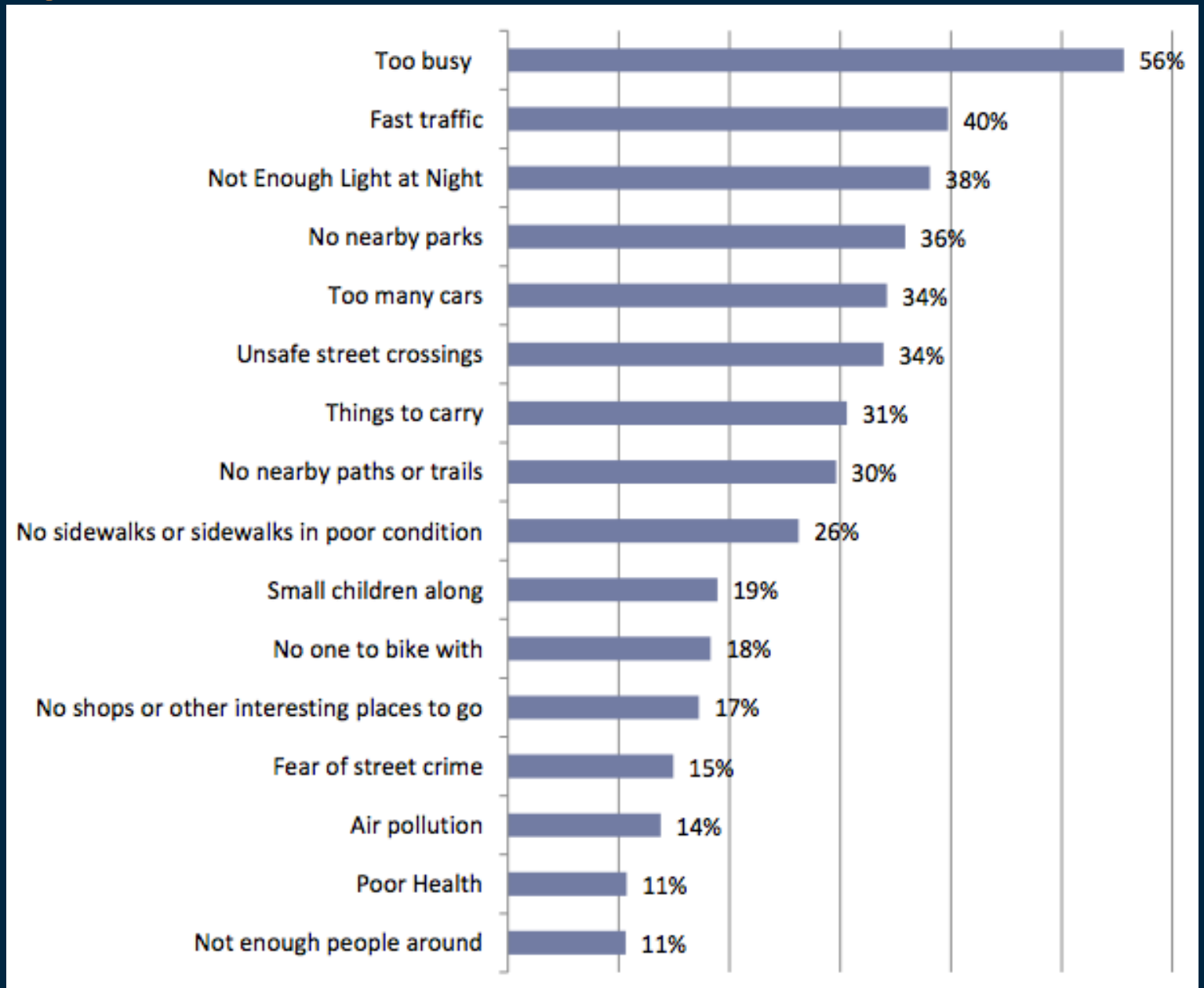
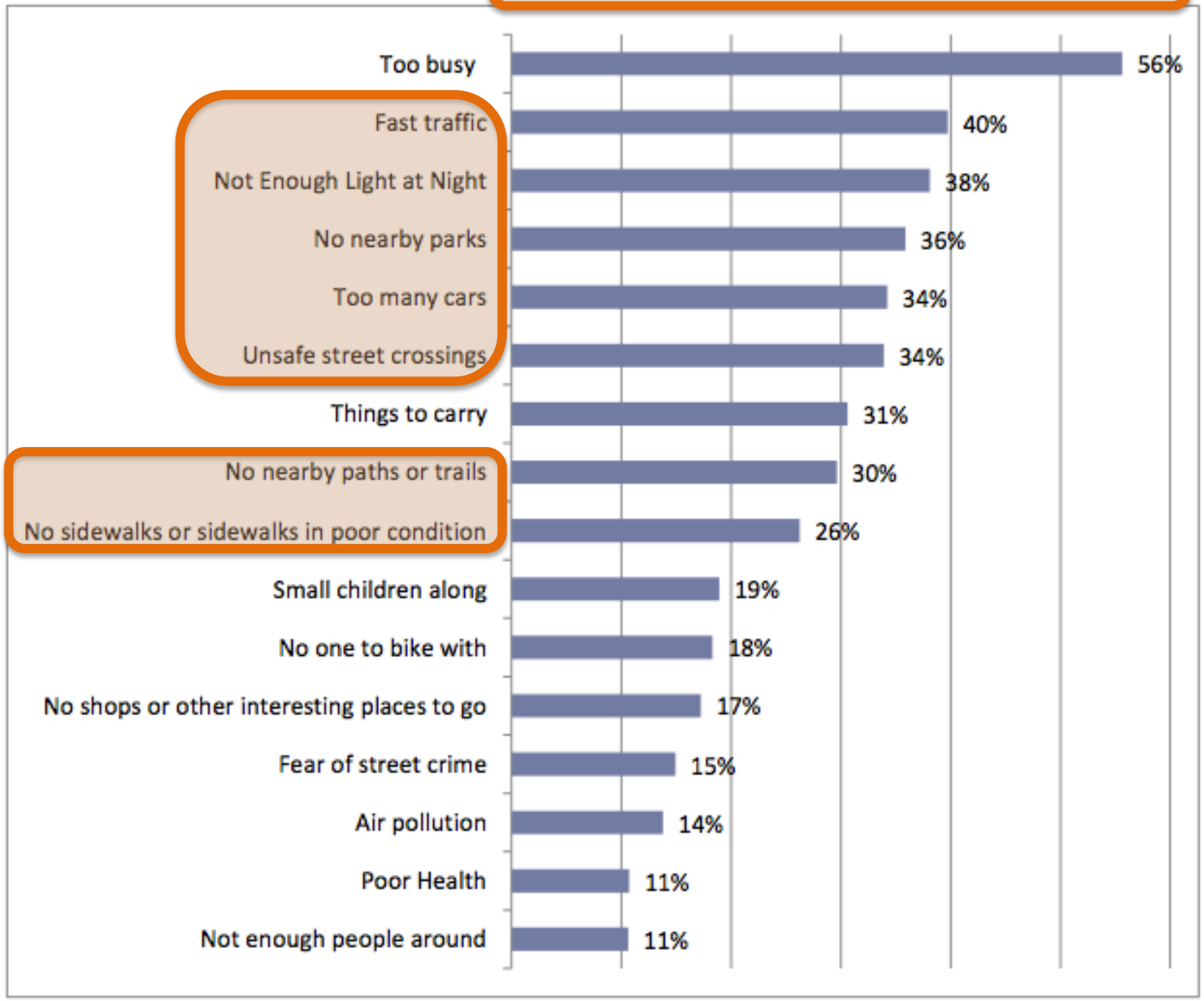


Figure 11 Barriers to Biking More[13]

Related to Street Design



So, what are the ingredients to building *bikeable* communities?

Let's Ride!

4 Requirements for a Bikeable Community

To decide to bicycle, people need biking to be safe and convenient. They need access to a bicycle, and they won't bike unless it seems like something normal and worthwhile. Here are a few of the many strategies that can help get people bicycling around town.

Safety

Travel by bicycle is sufficiently safe

APPROACHES INCLUDE

BIKE-FRIENDLY TRAFFIC CONTROL & STREET DESIGN Special bike signals, lanes, and other features keep bicyclists safe

COMPLETE STREETS New and renovated streets are required to accommodate everyone, including bikes, cars, and pedestrians

TRAFFIC CALMING Streets include features like median islands, speed bumps, and roundabouts to reduce speed and other hazards

Convenience

Travel by bicycle is convenient

APPROACHES INCLUDE

BIKE PARKING New housing and commercial developments must have bicycle parking

BICYCLES ON BOARD Bikes can be brought on public transit, and vehicles include storage racks

20 MINUTE NEIGHBORHOOD Plans and zoning codes ensure that everyday destinations (work, school, stores, services) are within convenient biking distance

Access

People have access to bicycles

APPROACHES INCLUDE

BIKE SHARE Affordable programs make bicycles available to people for short trips around town, especially to and from transit

BIKE FLEETS FOR GOVERNMENT Local government agencies provide employees with bikes for short-distance work travel

Social Acceptability

Travel by bicycle is seen as socially acceptable and worthwhile

APPROACHES INCLUDE

OPEN STREETS Communities designate certain roadways as "car-free" on select days

SAFE ROUTES TO SCHOOLS Kids are encouraged to bike and walk to school through education and infrastructure improvements

DRIVERS' ED Bike safety principles and rights are included in traffic school, drivers' manuals, and written license tests

Let's Ride!
for a Bikeable Community
Safety
Travel by bicycle is sufficiently safe
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STREET CLOSED TO CARS
EVERY SAT & SUN
Convenience
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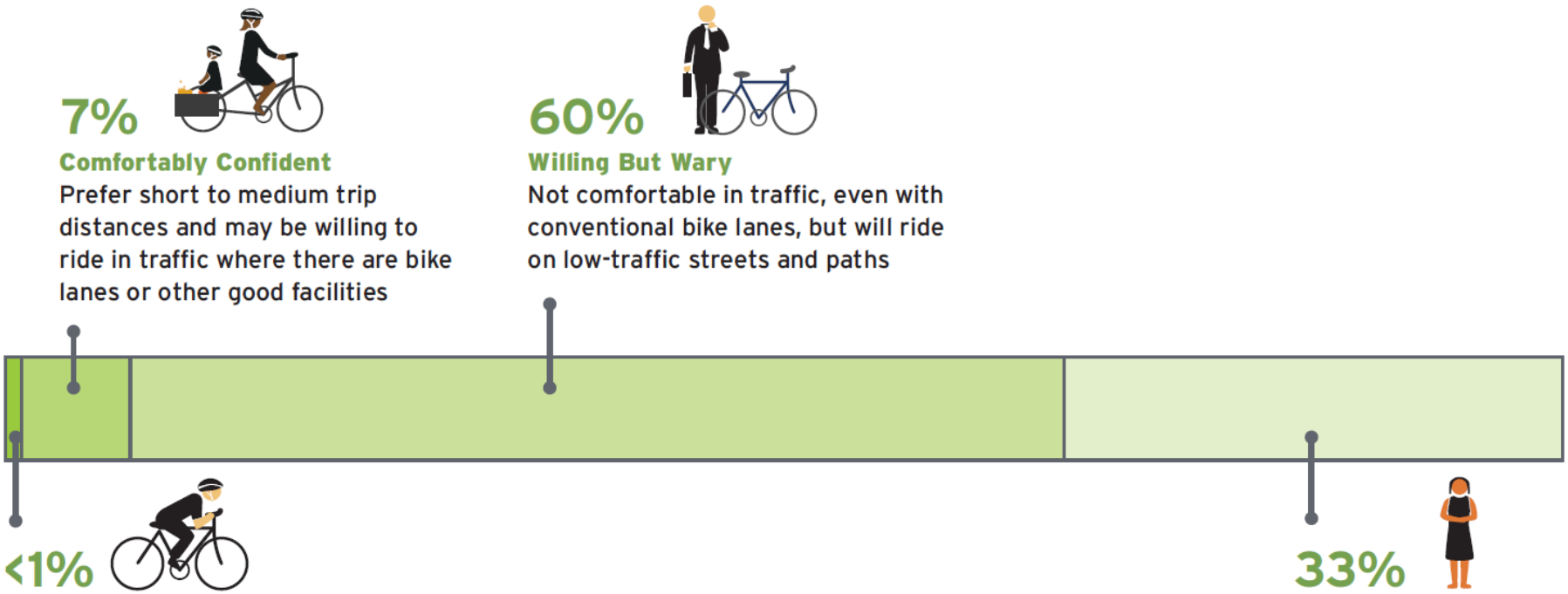
Access
government agencies provide employees with bikes for short-distance work travel
SCHOOL
BIKES
Getting the Wheels Rolling
A Guide to Using Policy to Create Bicycle Friendly Communities
BIKE
ChangeLab Solutions

Who rides a bicycle?

Four Attitudes Toward Transportation Bicycling

Percentages based on data from Portland, Oregon



Source: www.portlandoregon.gov/transportation/article/158497; see also Dill J and McNeil N. "Four Types of Cyclists? Testing a Typology to Better Understand Bicycling Behavior and Potential." Portland State University, August 10, 2012. Available at: http://web.pdx.edu/~jdill/Types_of_Cyclists_PSUWorkingPaper.pdf.

Fit & Fearless

Bikepedimages.org

Comfortably Confident

Willing But Wary

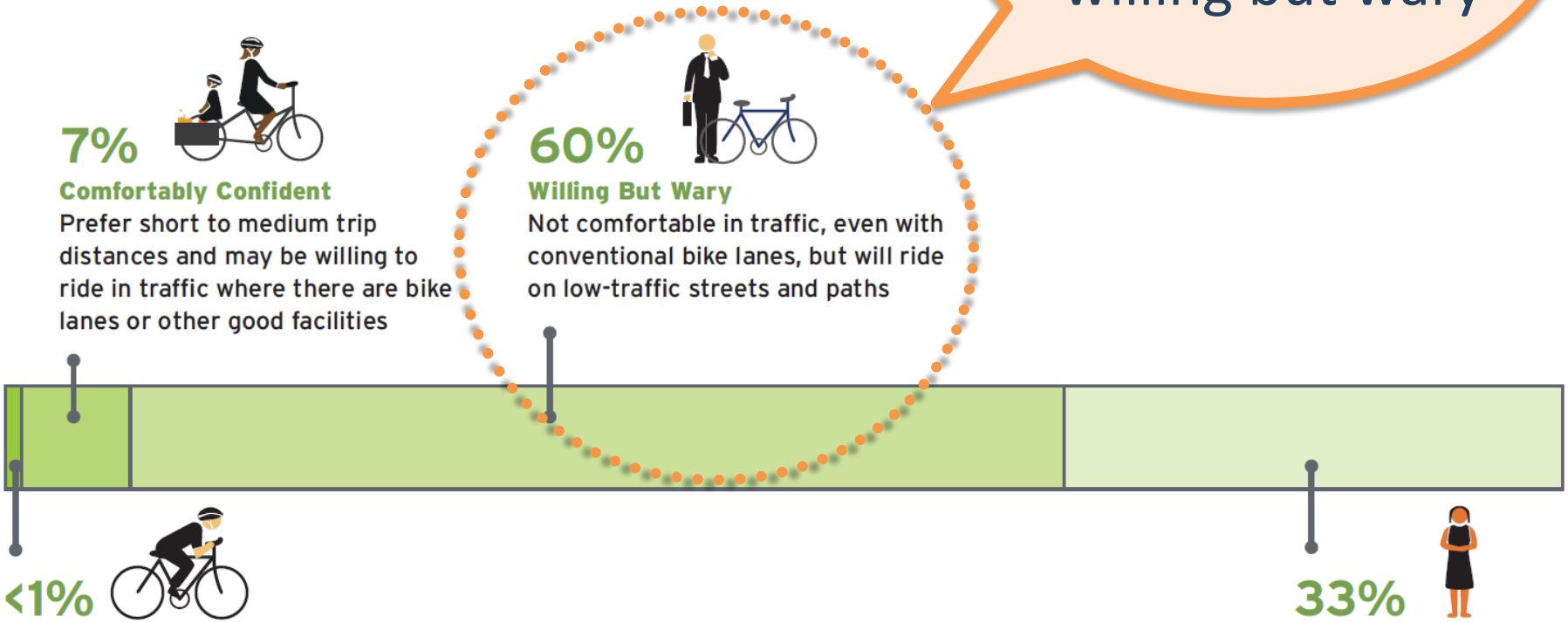
Bikepedimages.org

Why is this Important?

We need to build bikeways for the "willing but wary"

Four Attitudes Toward Transportation Bicycling

Percentages based on data from Portland, Oregon



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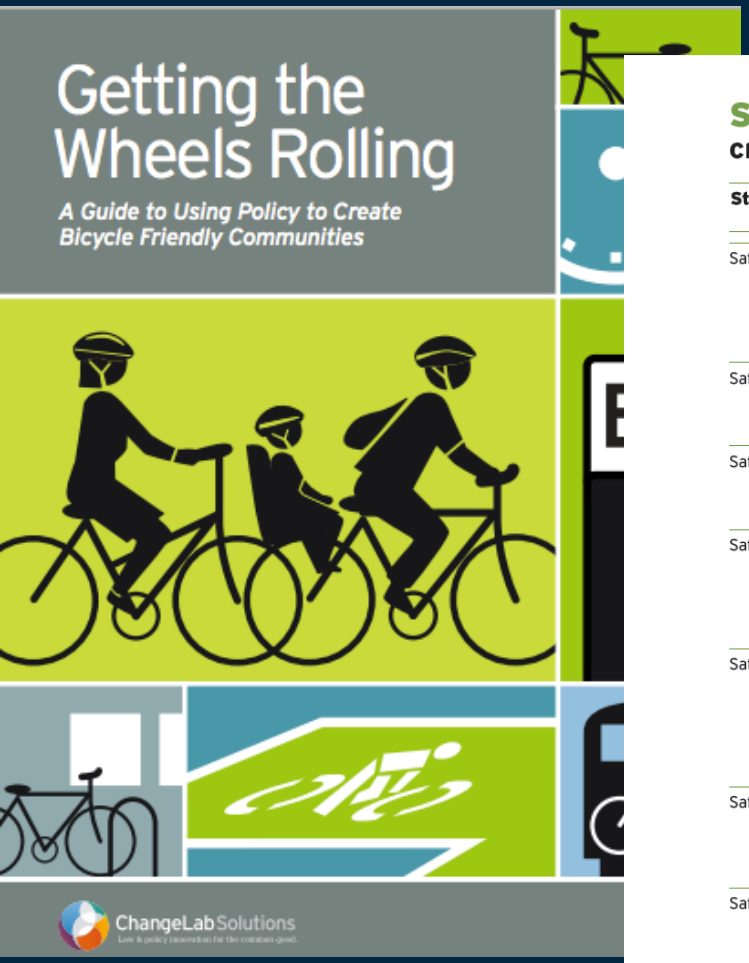
Why is this Important?

60%

Willing But Wary

Not comfortable in traffic, even with conventional bike lanes, but will ride on low-traffic streets and paths

Safety



SAFETY

Chapter 4

Strategy	Policy	Goal/Description	Also Supports	Who Adopts?	Examples
Safer Bikeways	Complete Streets	Require all new or renovated streets to provide safe, comfortable, and convenient travel for all everyone, including pedestrians, bicyclists, people with disabilities, and motorists.	Convenience	Local jurisdiction, State, Federal	New Haven Complete Streets Policy; Oregon "Bike Bill"; San Francisco Bay Area Metropolitan Transportation Commission
Safer Bikeways	State Bikeway Laws	Encourage or require statewide bicycling planning and the implementation of bikeways as part of road projects.	Convenience	State	California Bicycle Transportation Act; Illinois Bikeway Act; North Carolina's Bicycle and Bikeway Act
Safer Bikeways	Road Design Guidelines	Permit and encourage transportation engineers to use designs that maximize bicycle safety and convenience.	Convenience	State, Local jurisdiction	Adoption of NACTO Bike Guide by Austin, TX; Atlanta, GA; Portland, OR; Salt Lake City, UT; Syracuse, NY; Moses Lake, WA
Safer Bikeways	Bicycle Friendly Traffic Control Devices (Bicycle Signals, Bike Boxes, and Bicycle Detectors)	Permit and encourage use of traffic control devices that limit confusion and risk among people bicycling and drivers at intersections.	Convenience	Local jurisdiction, State, Federal	Oregon and California place bicycle signals on their list of approved traffic signals; California and Wisconsin require demand-actuated signals detect bicycles.
Safer Bikeways	Traffic Calming	Reduce vehicle speed and decrease dangers posed by fast cars to those walking and bicycling by encouraging use of traffic control infrastructure such as roundabouts, speed bumps, median islands, t-intersections, and bulb outs.		Local jurisdiction	San Antonio, TX
Safer Bikeways	Road Diets: Retrofitting Existing Roads with Bike Lanes	Encourage conversion of four-lane streets into three lanes, with a lane going in each direction, one central two-way left turn lane, and bikeways in both directions.		Local jurisdiction	Pasadena, CA, Department of Transportation
Safer Bikeways	Multi-Modal Level of Service Standards	Measure how well roads serve the needs of all users, not only drivers, but also people bicycling, walking, and using transit.	Convenience	Local jurisdiction	Jacksonville, FL; Chico, CA; Berkeley, CA
Encouraging Safer Driving	Require Safe Passing of Bicyclists	Establish a specific safe distance for vehicles passing bicyclists (usually three or four feet).		State, Local jurisdiction	Pennsylvania; Louisiana; New Hampshire; Boise, ID; Denver, CO

Replace with high-res version once Kim shows me where it is

TRAFFIC CALMING Streets include features like median islands, speed bumps, and roundabouts to reduce speed and other hazards

Community Example

<u>City of National City, Circulation Element, General Plan, 2011</u>

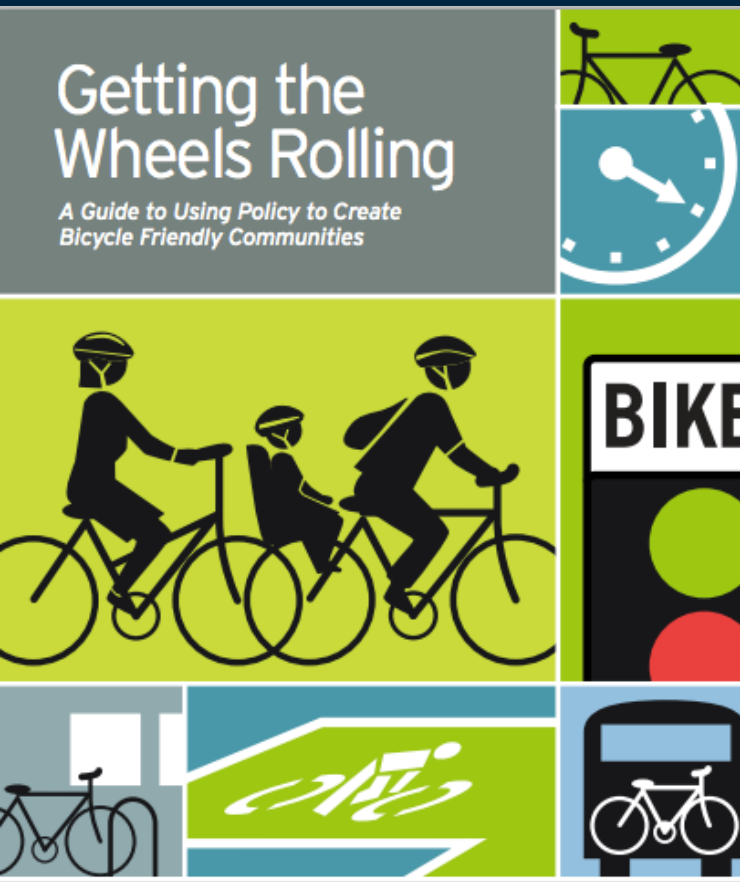
Policy C-2.6: Enhance the quality of life in the City's neighborhoods and minimize impacts on schools, hospitals, convalescent homes and other sensitive facilities through the implementation of traffic calming measures in these areas to reduce vehicle speeds and discourage cut-through traffic.

Convenience

Photo: bikepedimages.org/tedsweeney

Getting the Wheels Rolling

A Guide to Using Policy to Create Bicycle Friendly Communities



ChangeLab Solutions

CONVENIENCE

Chapter 5

Strategy	Policy	Goal/Description	Also Supports	Who Adopts?	Examples
Bicycle Parking	Require Bike Parking in New Development and Major Remodels	Require that new commercial and multifamily developments include a specified quantity of short- and long-term bicycle parking.		Local jurisdiction	More than 150 local governments including Washington, DC
Bicycle Parking	Require Parking Lots and Garages to Provide Bicycle Parking	Require existing bicycle parking lots and garages to provide bicycle racks as a condition of renewing their business license.		Local jurisdiction	Cleveland, OH; Cincinnati, OH; San Francisco, CA
Bicycle Parking	Commuter Bicycle Parking in Office Buildings	Require building owners to permit employees to bring their bicycles into office buildings.		Local jurisdiction	New York, NY; San Francisco, CA
Bicycle Parking	Require Large Civic Events to Provide Bicycle Parking	Require monitored bicycle parking at large civic and sporting events.		Local jurisdiction	Alameda, CA; San Francisco, CA
Bicycle Parking	Local Government Installation of Bike Parking	Install bicycle parking racks in existing areas where there is likely demand for bicycle parking, such as shopping and entertainment districts and near government buildings, libraries, and recreational areas.		Local jurisdiction	Washington, DC
Bicycle Parking	Support Bicycle Parking through Requiring LEED Certification	Require developers to demonstrate that public buildings earn a sufficient number of points to meet designated LEED certification standards.		Local jurisdiction, State, Federal	Kansas City, MO; Indiana; Department of Health and Human Services
Bicycle Parking	Tax Incentives for Bike Parking	Use tax policy to encourage provision of bicycle parking in existing development.		State	Virginia
Bicycling and Public Transit	Bicycles on Board	Allow people to take their bicycles with them when they board public transit.		Local jurisdiction	San Francisco, CA
Bicycling and Public Transit	Transit-Focused Bicycle Parking	Provide bicycle parking at or near major transit stops and stations.		Local jurisdiction	Chicago, IL; Long Beach, Santa Barbara, Oakland, Berkeley, Claremont, Covina, CA; St. Louis, MO; Washington, DC
Bicycling and Public Transit	Bikeways to and from Transit	Collaborate with local jurisdictions to ensure safe bicycle access routes to public transit.		Local jurisdiction	Regional Transportation District (RTD), Denver, CO; Bay Area Rapid Transit (BART), CA
Bicycle Flow at Intersections	Stop as Yield	Allow people on bicycles to treat stop signs as yield signs so long as no other traffic is present and it is safe.		State, Local jurisdiction	State of Idaho; Summit County, CO; Dillon, CO; Breckenridge, CO
Bicycle Flow at Intersections	Adjusting Signage to Support Bicycle Flow	Adjust which streets have stop signs at intersections on bicycle routes to support free flow of bicycles.	Safety	Local jurisdiction	San Francisco, CA
Bicycle Flow at Intersections	Adjusting Enforcement Priorities	Instruct law enforcement departments to deprioritize enforcement efforts against people on bicycles who do not stop at stop signs, so long as they are riding safely, without danger to themselves or others, and in a manner that respects the right of way of other road users.	Safety	Local jurisdiction	

Convenience
Travel by bicycle is convenient
APPROACHES INCLUDE
BIKE PARKING New housing and commercial developments must have bicycle parking
BICYCLES ON BOARD Bikes can be brought on public transit, and vehicles include storage racks
20 MINUTE NEIGHBORHOOD Plans and zoning codes ensure that everyday destinations (work, school, stores, services) are within convenient biking distance

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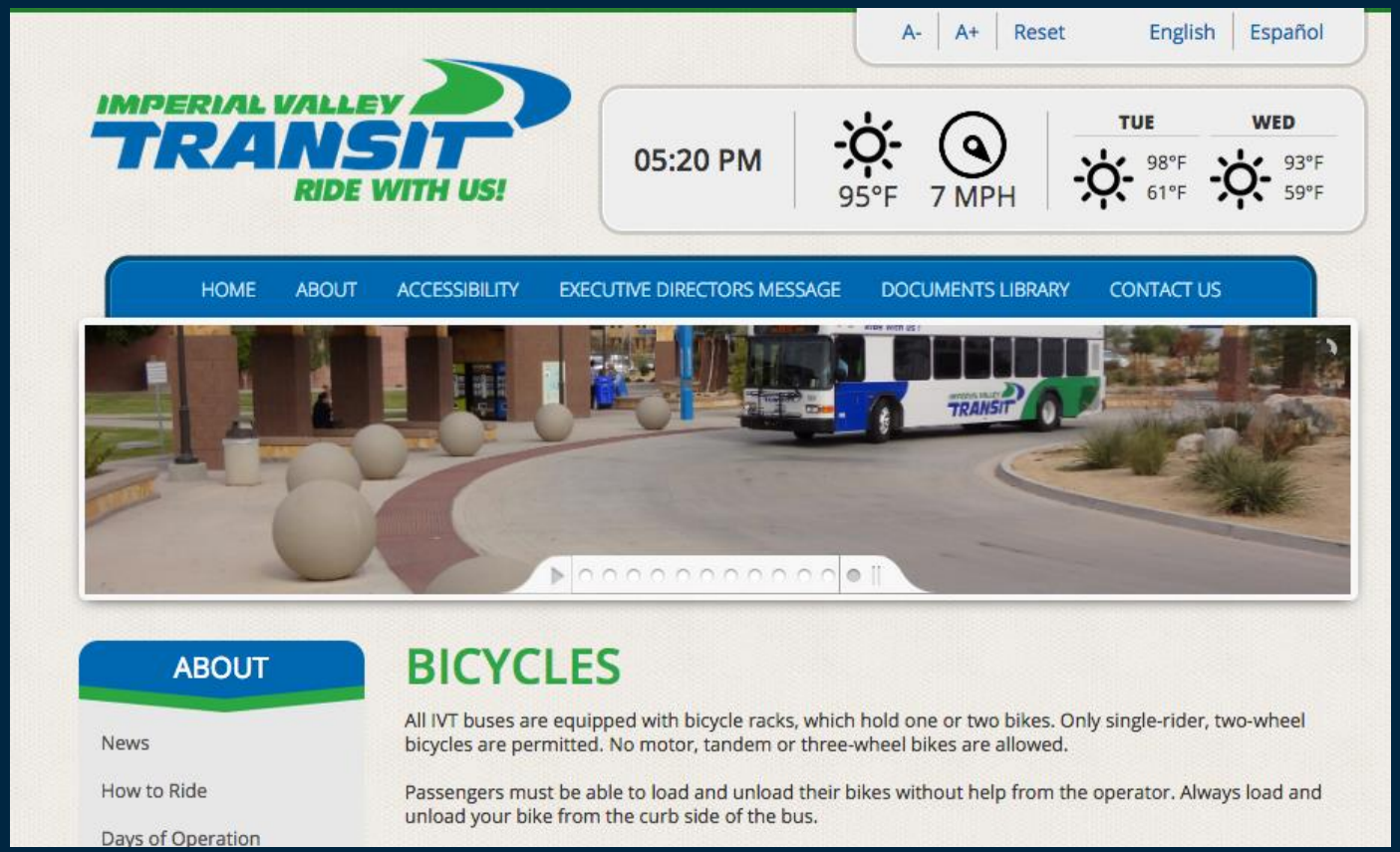
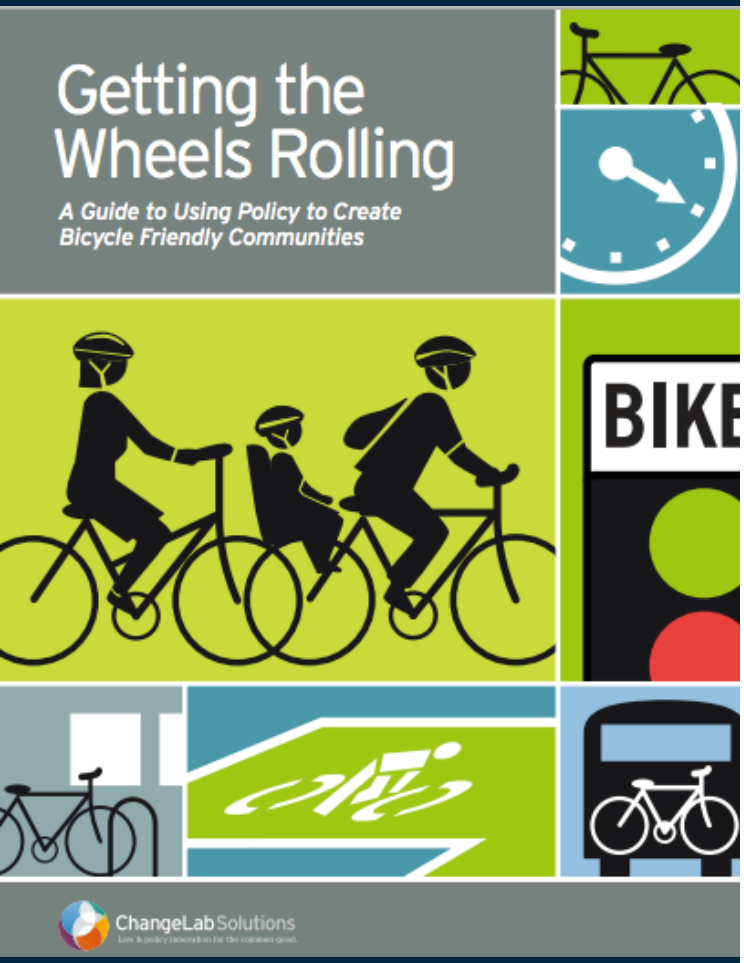
Community Example



Access To A Bike



INCREASED ACCESS

Chapter 7

Strategy	Policy	Goal/Description	Also Supports	Who Adopts?	Examples
Increased Access to Bicycles	Bike Share	Provide bicycles for short trips at strategic locations around town.	Convenience	Local jurisdiction	Capital Bike Share, Washington, DC; B-Boulder, Denver, CO; Deco Bike, Miami Beach, FL
Increased Access to Bicycles	Bike Fleets for Government Employees	Require local agencies to provide bike fleets for employees whose duties require short distance travel.	Convenience	Federal, State, Local jurisdiction	National Park Service Red Bike Program, Glacier National Park; B-Cycle Employee Bicycle, Washington, DC; Department of Energy Argonne National Laboratory Bike Share program, IL; City of Berkeley, CA
Increased Access to Bicycles	Encourage Private Employers to Provide Bike Fleets	Use tax credits or other incentives to encourage private employers to create bike fleets or to subsidize bicycle purchases for employees who want to use bicycles for work trips.	Convenience	Local jurisdiction	Chicago, IL; Long Beach, Santa Barbara, Oakland, Berkeley, Claremont, Covina, CA; St. Louis, MO; Washington, DC
Increased Access to Bicycles	Bike Distribution and Maintence	Sponsor bike redistribution programs that facilitate the transfer of abandoned or donated bicycles to residents, especially youth, who lack funds to purchase a bicycle.		Local jurisdiction	Adopt-a-Bike, Islip Town Board, NY; San Francisco, CA

Access

People have access to bicycles

APPROACHES INCLUDE

BIKE SHARE Affordable programs make bicycles available to people for short trips around town, especially to and from transit

BIKE FLEETS FOR GOVERNMENT Local government agencies provide employees with bikes for short-distance work travel

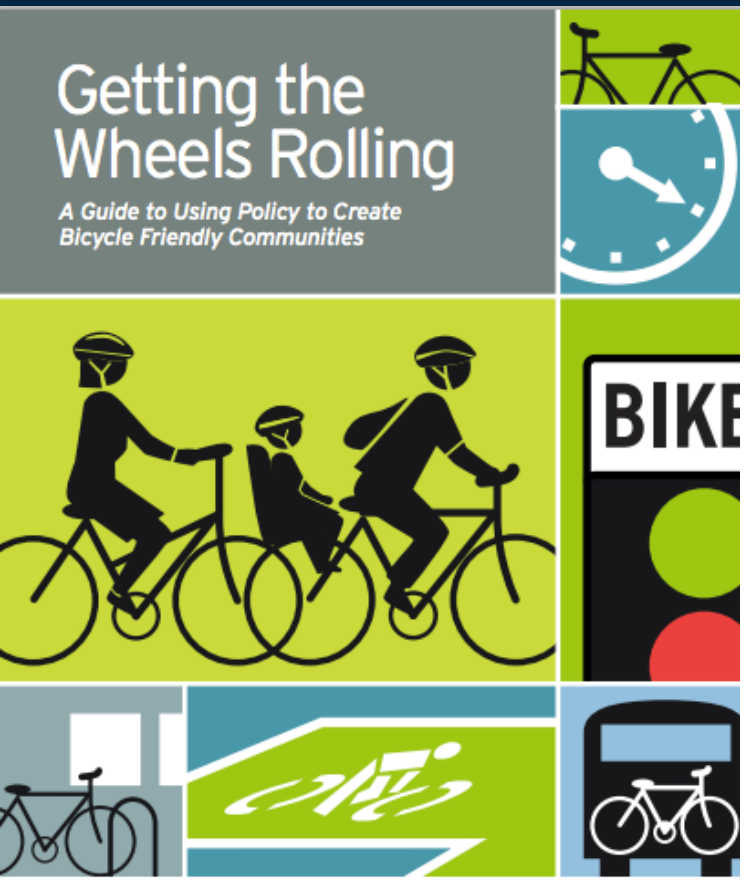
BIKE SHARE Affordable programs make bicycles available to people for short trips around town, especially to and from transit

Image TBD

Social Acceptability

Getting the Wheels Rolling

A Guide to Using Policy to Create Bicycle Friendly Communities



ChangeLab Solutions

SOCIAL ACCEPTABILITY

Chapter 6

Strategy	Policy	Goal/Description	Also Supports	Who Adopts?	Examples
Drivers and Bicycle Safety	Incorporate Bicycling Safety into Driver Education and Training Courses	Require driver training, testing, and traffic schools to include bicycle safety material, provide for bicycle "rules of the road" questions on written driver's license tests, and require public and private driver training courses to include bicycle and pedestrian traffic safety lesson.	Safety	State	Minnesota; New Hampshire; Washington
Drivers and Bicycle Safety	Incorporate Bicycle Safety into Driver Licensing Requirements	Require drivers' manuals and license tests to include rules on sharing the road safely with bicycles.	Safety	State	California
Drivers and Bicycle Safety	Require Bicycle Safety Training for Professional Drivers	Require ongoing training focused on bicycle and pedestrian safety for professional drivers.	Safety	Local jurisdiction	San Francisco, CA
Drivers and Bicycle Safety	Incorporate Bicycle Safety into Traffic School Curriculum	Require traffic school curricula to include bicycle safety and road sharing.	Safety	State, Local jurisdiction	Washington State; Santa Cruz, CA; Marin County, CA
Bike Education in Schools	Requiring Bicycle Education in Elementary Schools	Require elementary schools to expand health and safety or physical education curriculum to teach children about the benefits of bicycling, bicycle safety, and how to bicycle.		State, Local jurisdiction, School district	Olmstead County, MN; Portland, OR; Alameda County, CA
Bike Education in Schools	Requiring Bicycle Skills and Vocational Training in High Schools, Adult Schools, and Community Colleges	Encourage high schools, adult schools, and community colleges to develop and administer bike trainings targeted for "interested but concerned" riders who lack confidence in their bicycling skills.	Safety	Local jurisdiction	Portland, OR
Encouragement Activities	Establish Open Streets	Require local or state jurisdictions to establish a policy of closing certain streets to motor vehicle traffic on select days.		Local jurisdiction, State	Wichita, KS; Kentucky
Encouragement Activities	Bicycle Friendly Business Districts	Require local jurisdictions to validate bicycling as a form of transportation by creating bicycle friendly business districts. Such districts encourage bicycling through a coordinated campaign that highlights ample, convenient bicycle parking, special discounts or promotions for customers who arrive by bicycle, and other bike-friendly features.	Convenience	Local jurisdiction	Long Beach, CA; San Diego, CA; New York, NY
Encouragement Activities	Safe Routes to Schools	Support biking and walking to school through education, encouragement, and new safe infrastructure.	Safety	Local jurisdiction, School district	More than 12,000 schools, including Chula Vista Elementary School District, CA; Fairfax County Public Schools, VA; Cincinnati Public Schools, OH
Encouragement Activities	State and Local Government Sponsorship of "Bike to Work Day/Week/Month"	Establish an annual bike to work day/week/month and provide incentives for participation, such as prizes and food.		Local jurisdiction, State	New Jersey Department of Transportation
Encouragement Activities	Police Bicycle Patrols	Require police departments to use bicycle patrols as well as car patrols in their patrol units.		Local jurisdiction	Tuscon, AZ

Social Acceptability

Travel by bicycle is seen as socially acceptable and worthwhile

APPROACHES INCLUDE

OPEN STREETS Communities designate certain roadways as "car-free" on select days

SAFE ROUTES TO SCHOOLS Kids are encouraged to bike and walk to school through education and infrastructure improvements

DRIVERS' ED Bike safety principles and rights are included in traffic school, drivers' manuals, and written license tests

OPEN STREETS Communities designate certain roadways as "car-free" on select days

Image TBD

ChangeLab Solutions

Complete Streets
for California Communities

POLL

Have you heard of Complete Streets?

Yes

No

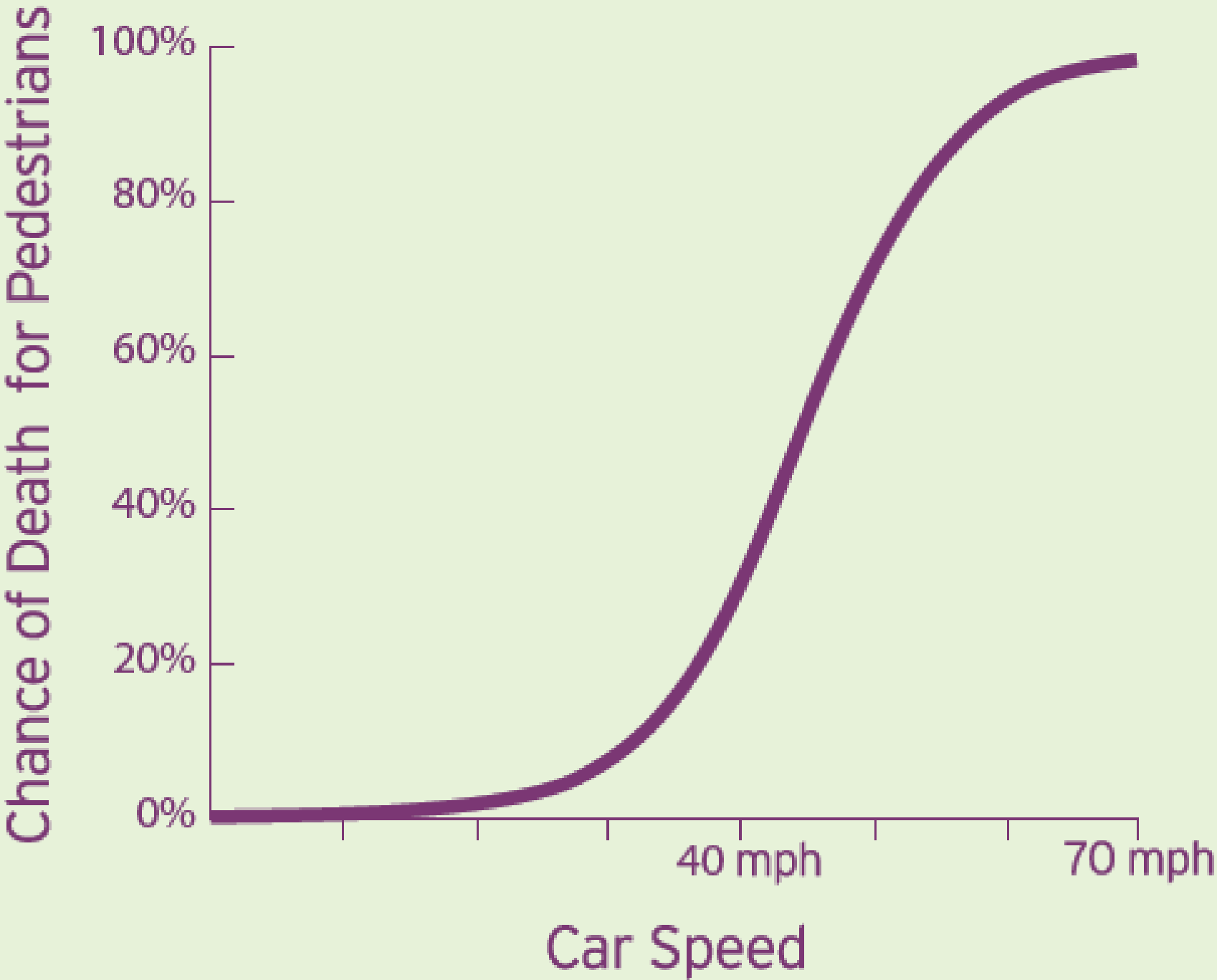
POLL

Have you ever worked on Complete Streets projects or policies?

Yes

No

What is a complete street?


Chance of Death for Pedestrians
100%
80%
60%
40%
20%
0%
40 mph
70 mph
Car Speed

STOP

STOP

"thinking **strategically** about **context** is essential for success"

"There's really no silver bullet or perfect recipe that works in all communities or all organizations. The **unique characteristics** of a place need to inform how we make decisions and implement Complete Streets."

(*Complete Streets from Policy to Project,* Center for Transportation Studies (CTS), University of Minnesota)

Before

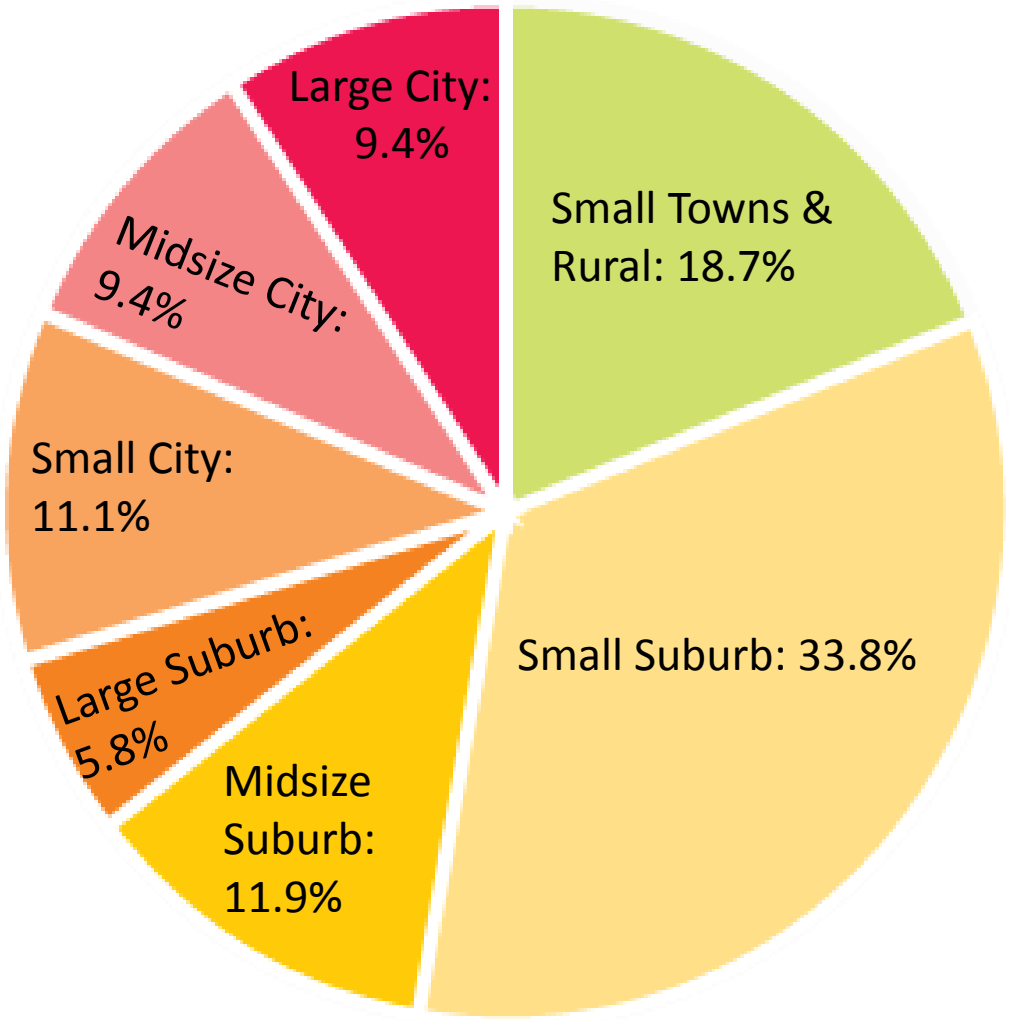
After

Source: Putting Smart Growth to Work in Rural Communities

Complete Streets aren’t only for urban communities.

Image Source: Complete Streets on Flickr

COMPLETE STREETS ARE FOR ALL COMMUNITIES



63%

of Complete Street policies are:

- **Rural**
- **Small towns**
- **Small suburbs**
- **Small cities**

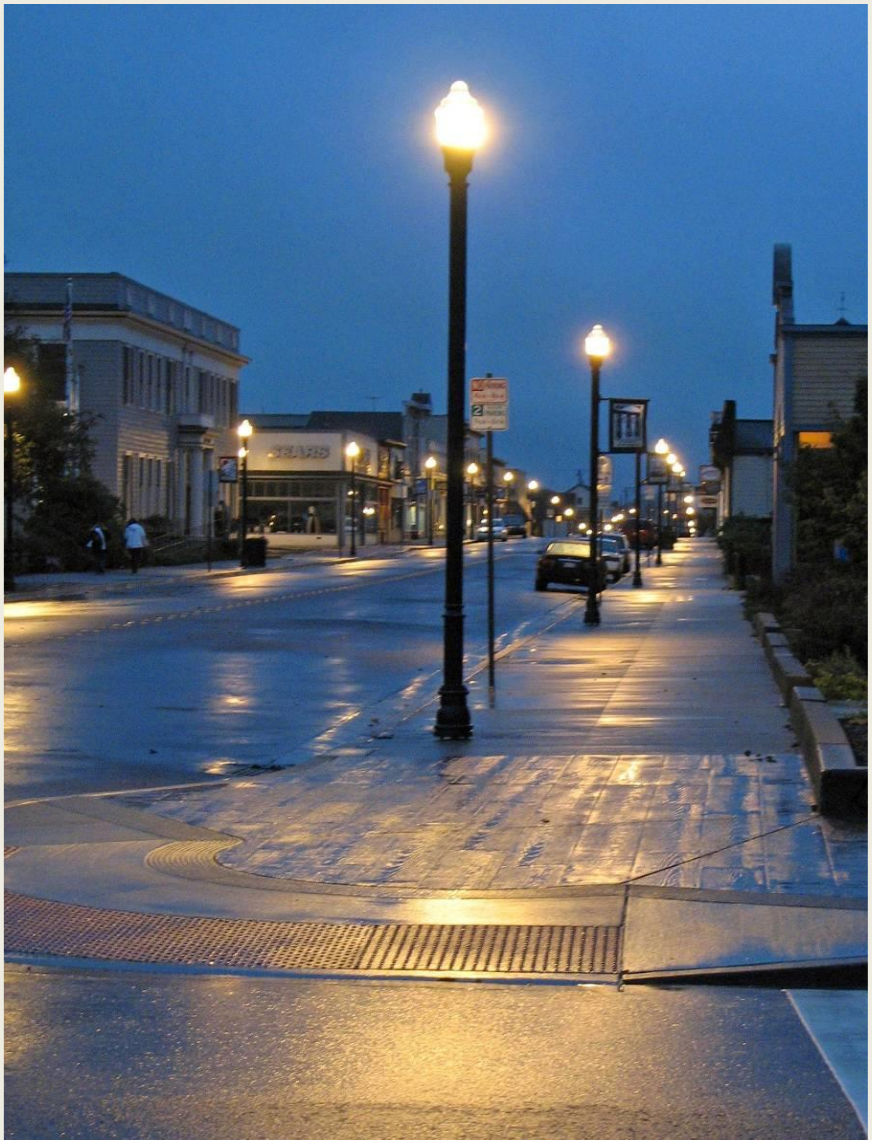
Smart Growth America
Making Neighborhoods Great Together

National Complete Streets Coalition

Traffic calming strategies

Multi-modal design

In-street pedestrian signs



Pedestrian street lighting

Shade and seating

Human scale

Source: neighborhoods.org Flickr. Feb.23,2009

- No One Size Fits All
- Many different kinds of streets
- Many complex local factors to balance
- All streets don’t need to look or be the same to meet the needs of different users

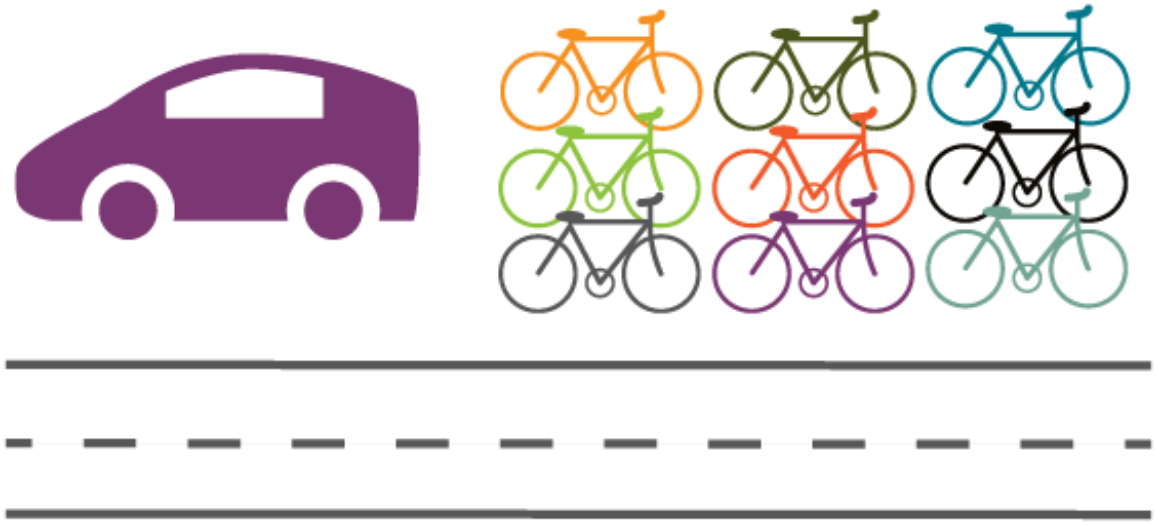
BENEFITS OF COMPLETE STREETS

- **Retrofitting streets is expensive – ensure new projects are built right**
- **Forward looking approach**

REDUCE REPAIR + MAINTENANCE COSTS

Road Damage:

1car = 9,600 bikes



INCREASE BENEFITS FOR COSTS

For every $1 spent on bicycle infrastructure,

there is a **$4-5** return on investment

- ✓ **Reduced health costs**
- ✓ **Increase in safety**
- ✓ **Reduced costs to motorized traffic**

What is a complete streets policy?

National Complete Streets Coalition's

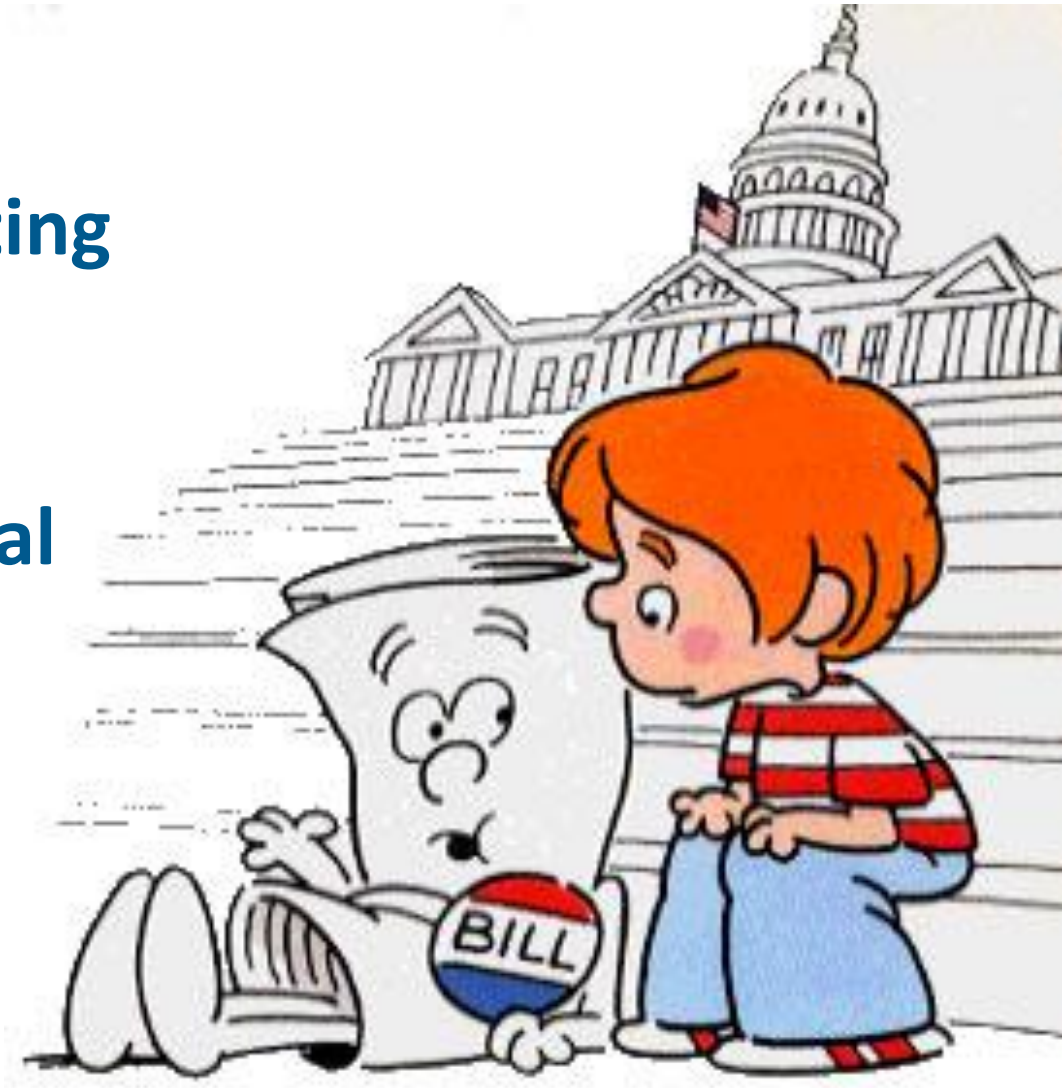
10 Elements for a comprehensive complete streets policy

WHAT DO WE MEAN BY POLICY?

WHAT DO WE MEAN BY POLICY?

A policy is:

- a statement in writing
- binding
- setting out a general approach to be applied broadly



WHAT DO WE MEAN BY POLICY?

- Local ordinances
- Zoning language
- Resolutions
- Standards
- School/agency policy language
- Contracts/agreements
- State/federal laws
- Organization/company policies

AN IDEAL *Complete Streets* POLICY:

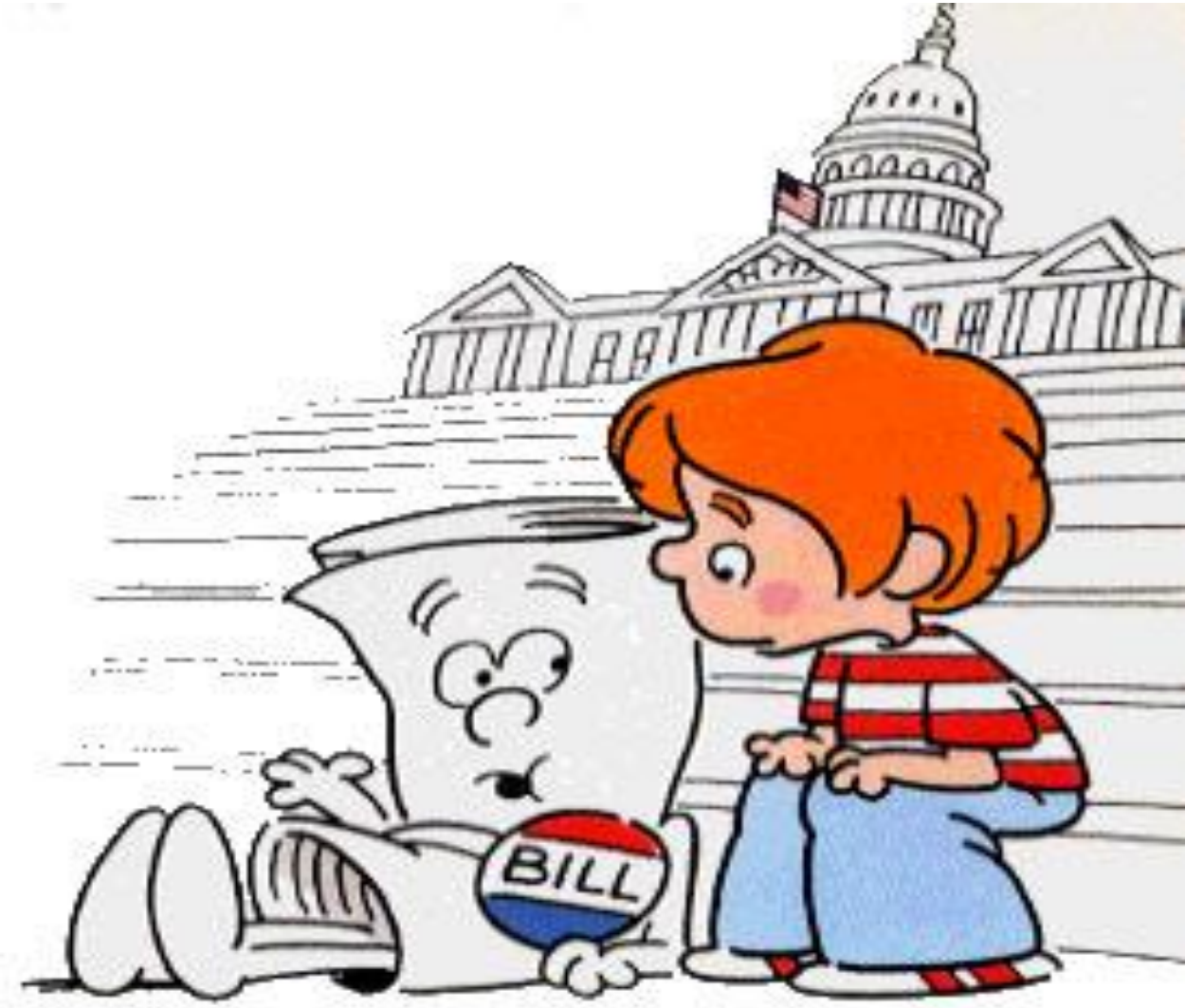
1. Vision
2. All Users
3. All Projects (new and retrofit)
4. Street Connectivity
5. All Agencies
6. Latest & Best Design Guidelines
7. Local Context & Character
8. Performance Standards
9. Specific Next Steps
10. Exceptions Process

POLL

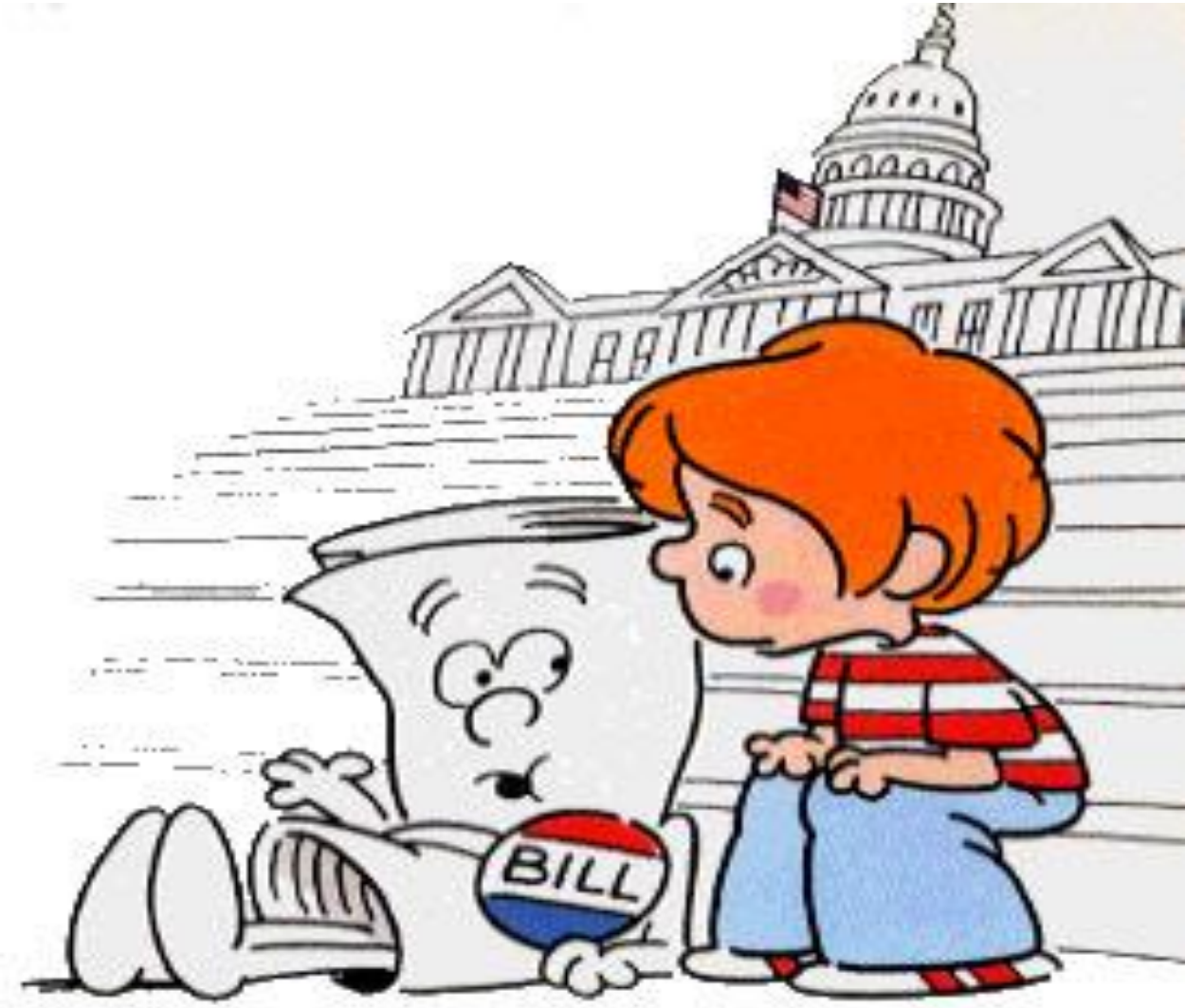
Does California have a state law concerning Complete Streets?

Duh, of course we do. We're California!
Yeah, but it's kinda weak.
Ummm, not sure.
Nope (but it would be cool if we did).

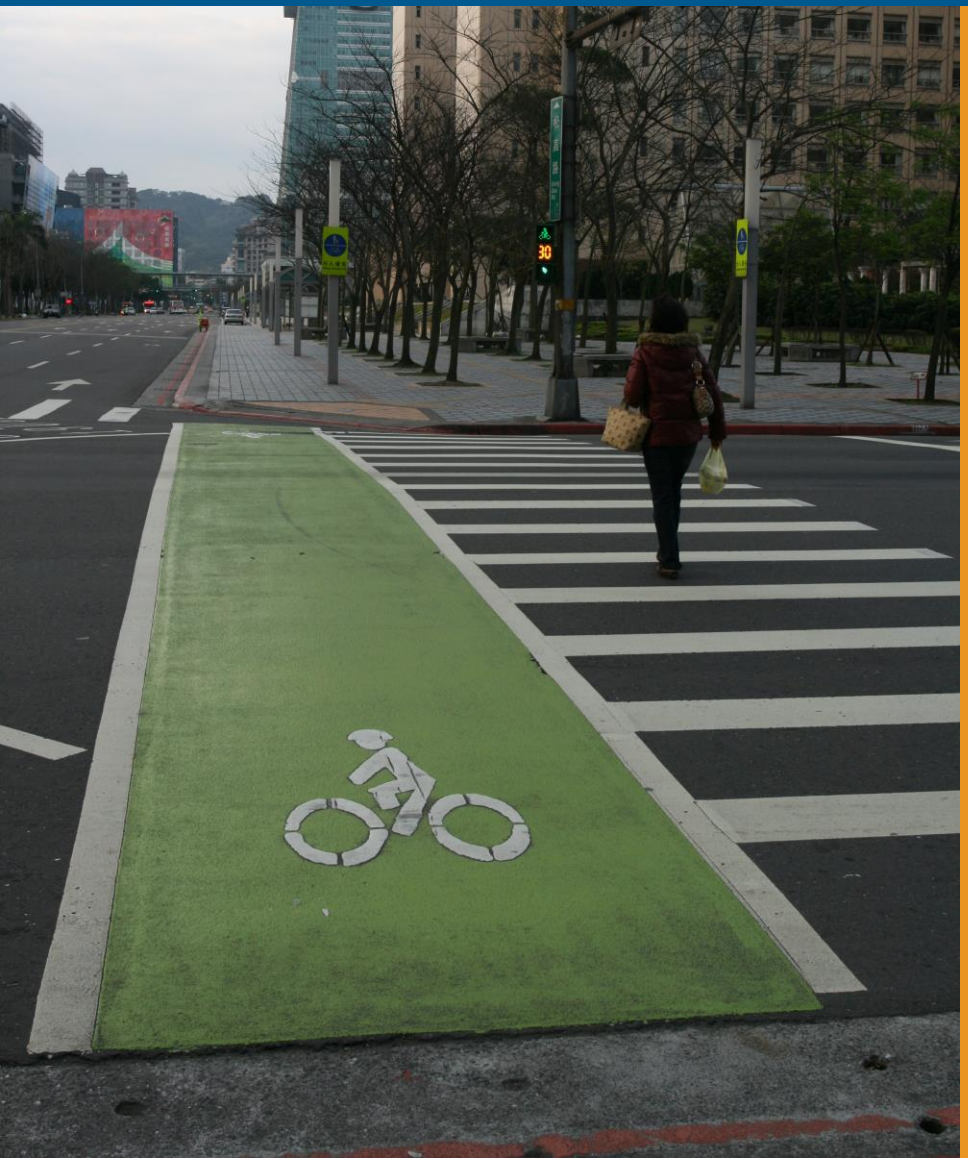
California has a Complete Streets state law?



Why yes, it does.

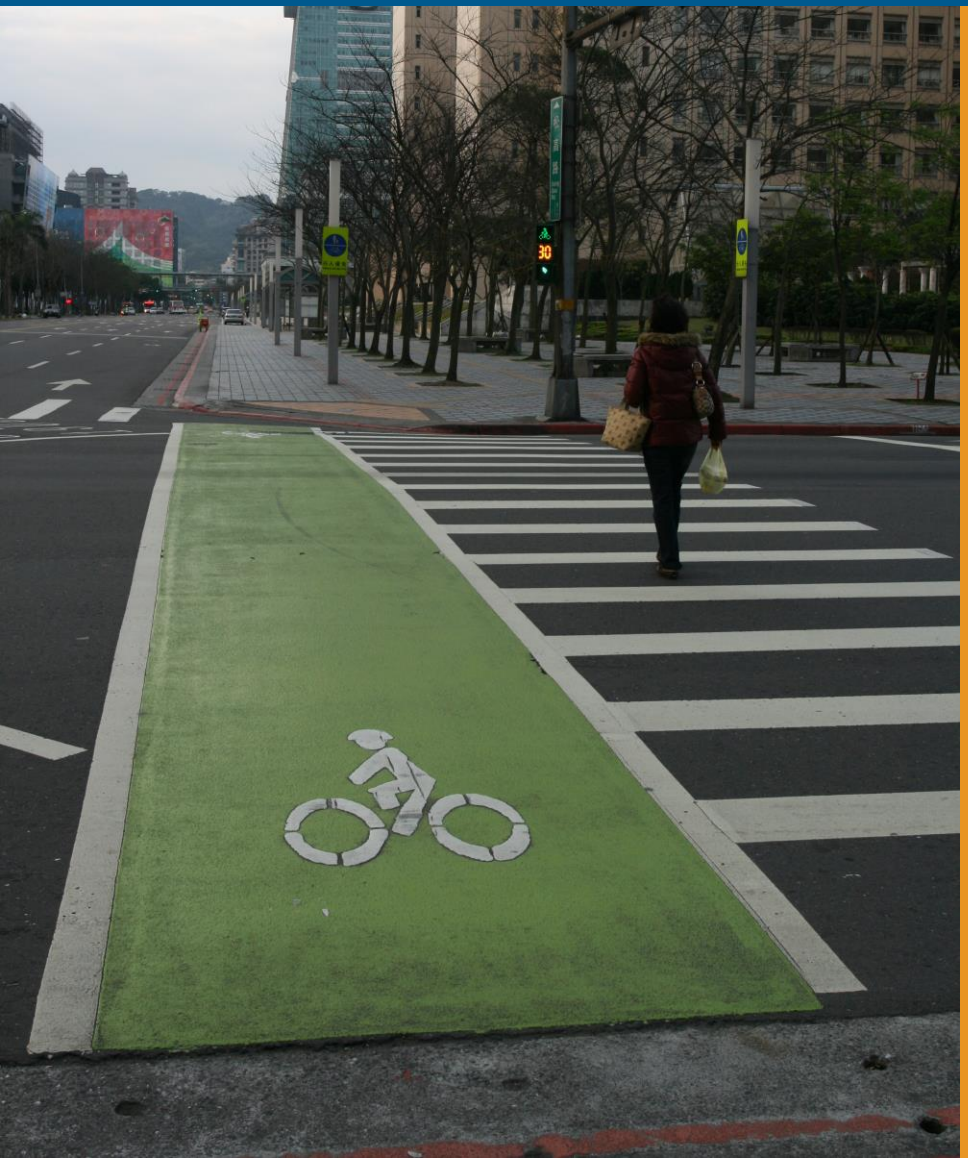


California Complete Streets Act



As of January, 2011, all cities and counties must plan for the development of a balanced, multimodal transportation network that meets the needs of all users.

Public Health Rationale



- Improving public health
- Reducing treatment costs

Update to the General Plan Guidelines: Complete Streets and the Circulation Element

December 15, 2010

STATE OF CALIFORNIA
Arnold Schwarzenegger,
Governor

GOVERNOR'S OFFICE
OF PLANNING AND
RESEARCH
Cathleen Cox,
Acting Director

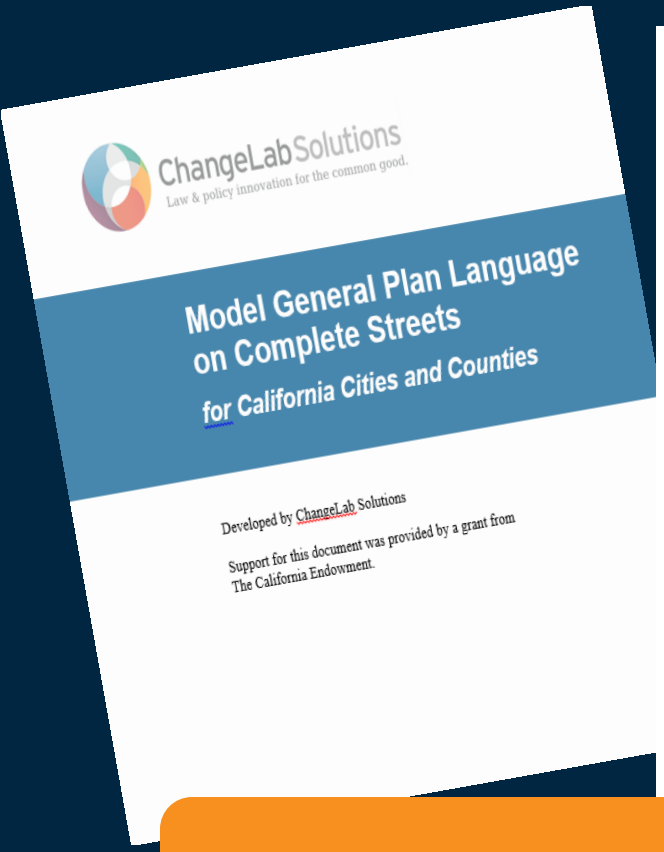
1400 Tenth Street
Sacramento, CA 95814

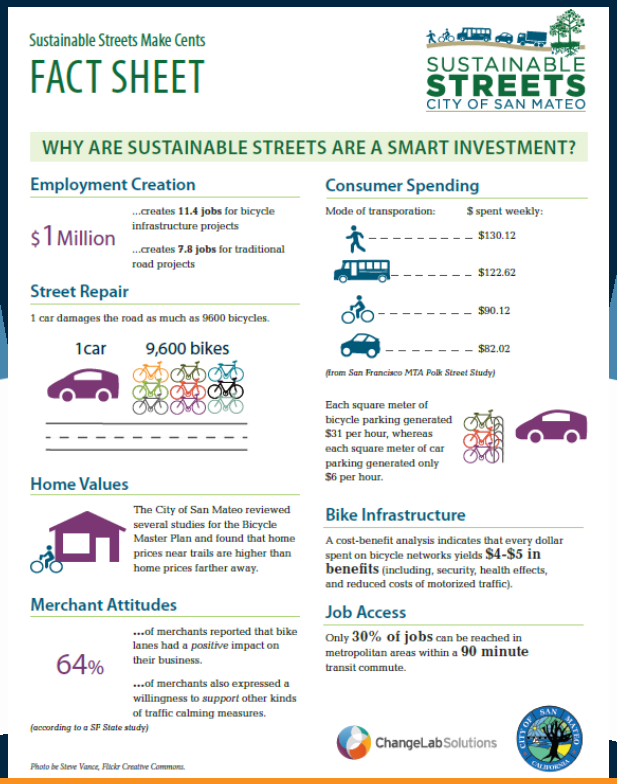
P.O. Box 3044
Sacramento, CA 95812

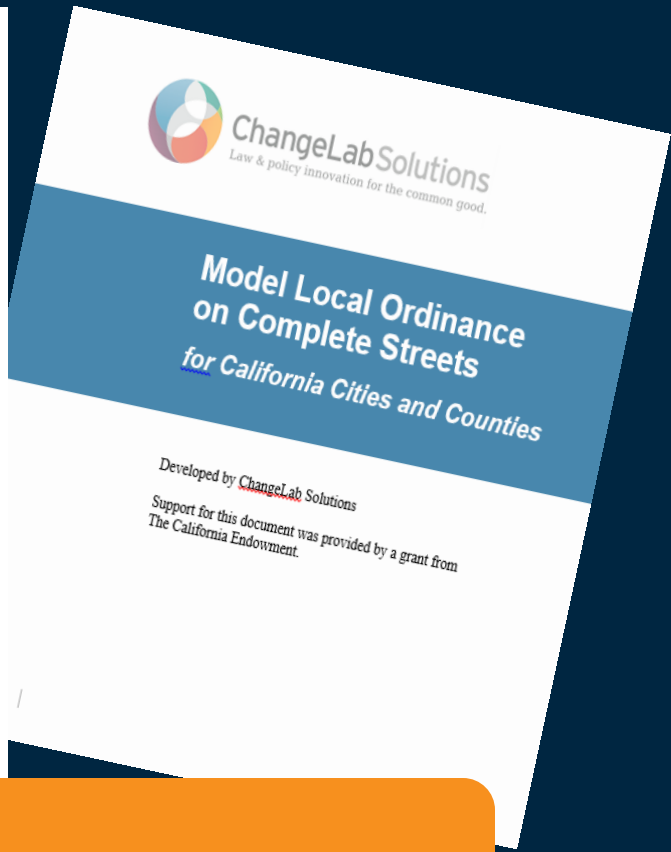
(916) 322-2318

www.opr.ca.gov

COMPLETE STREETS RESOURCES







www.changelabsolutions.org

POLL

Which policies are you interested in learning more about?

Choose ALL that apply

- Traffic Calming
- Bikes &Transit
- Bike Share
- Open Streets
- Complete Streets
- Other – type in chat box

POLL

Which policies would you like to work on in your community?

Choose ALL that apply

- Traffic Calming
- Bikes &Transit
- Bike Share
- Open Streets
- Complete Streets
- Other – type in chat box

ChangeLab Solutions

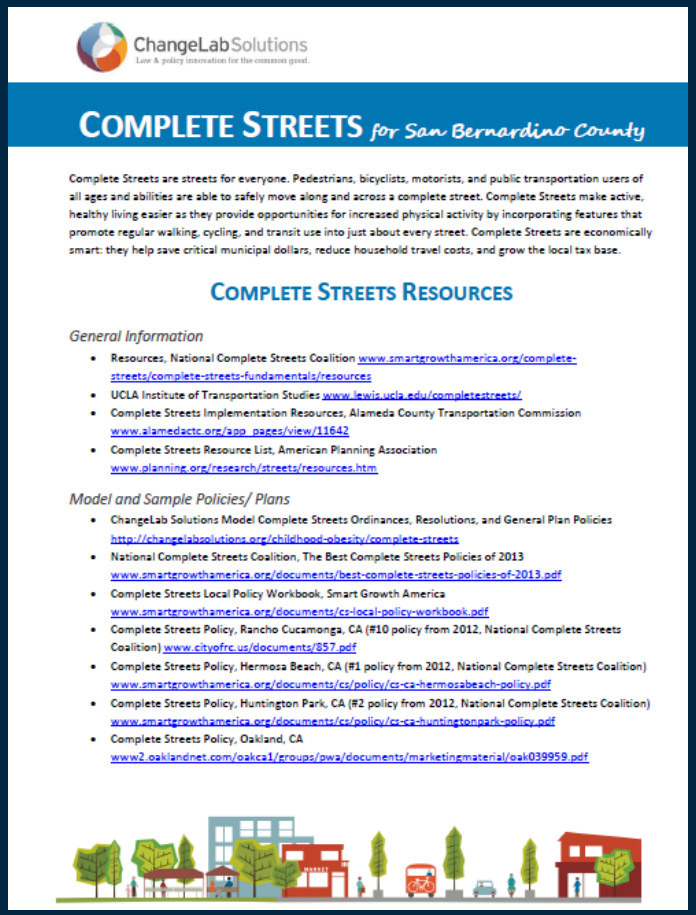
Building Bikeable Communities

Near You!

CURRENT PROJECT:
COMPLETE STREETS STRATEGY FOR SANBAG

Highlights:

- Resource List
- Case studies
- Model ordinance
- Model language for General Plans



ChangeLabSolutions
Law & policy innovation for the common good.

COMPLETE STREETS *for San Bernardino County*

Complete Streets are streets for everyone. Pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities are able to safely move along and across a complete street. Complete Streets make active, healthy living easier as they provide opportunities for increased physical activity by incorporating features that promote regular walking, cycling, and transit use into just about every street. Complete Streets are economically smart: they help save critical municipal dollars, reduce household travel costs, and grow the local tax base.

COMPLETE STREETS RESOURCES

General Information

- Resources, National Complete Streets Coalition www.smartgrowthamerica.org/complete-streets/complete-streets-fundamentals/resources
- UCLA Institute of Transportation Studies www.lewis.ucla.edu/completestreets/
- Complete Streets Implementation Resources, Alameda County Transportation Commission www.alamedactc.org/app_pages/view/11642
- Complete Streets Resource List, American Planning Association www.planning.org/research/streets/resources.htm

Model and Sample Policies/ Plans

- ChangeLab Solutions Model Complete Streets Ordinances, Resolutions, and General Plan Policies http://changelabsolutions.org/childhood-obesity/complete-streets
- National Complete Streets Coalition, The Best Complete Streets Policies of 2013 www.smartgrowthamerica.org/documents/best-complete-streets-policies-of-2013.pdf
- Complete Streets Local Policy Workbook, Smart Growth America www.smartgrowthamerica.org/documents/cs-local-policy-workbook.pdf
- Complete Streets Policy, Rancho Cucamonga, CA (#10 policy from 2012, National Complete Streets Coalition) www.cityofrc.us/documents/857.pdf
- Complete Streets Policy, Hermosa Beach, CA (#1 policy from 2012, National Complete Streets Coalition) www.smartgrowthamerica.org/documents/cs/policy/cs-ca-hermosabeach-policy.pdf
- Complete Streets Policy, Huntington Park, CA (#2 policy from 2012, National Complete Streets Coalition) www.smartgrowthamerica.org/documents/cs/policy/cs-ca-huntingtonpark-policy.pdf
- Complete Streets Policy, Oakland, CA www2.oaklandnet.com/oakca1/groups/pwa/documents/marketingmaterial/oak039959.pdf

Guest Speaker

David Diaz, MPH
Day One

El Monte Complete Streets

Youth Participatory Action Research

by El Monte Day One Youth Advocates

day one

LACDPH Nutrition & Physical Activity Program

NEOP Internal Programs

Early Childhood

Retail

Worksite

NEOP Subcontractors

Peer to Peer (5)

Faith Based (5)

Youth Engagement (5)

Schools (2)

Aligning With SNAP-Ed

Education

Direct/indirect nutrition education and physical activity promotion

- Classes, workshops, youth meetings
- Community events

Healthy food and beverage demonstrations

PSEs

Engage SNAP-Ed eligible community members to effect change

- Class participants, youth, parents

Coalition building

Develop partnerships to fully implement PSE strategy

SOW Activities

- Fulfill administrative grant requirements per USDA, CDPH, LACDPH
- Participate in CX3 assessments, data collection
- Participate in RE-AIM and Impact Outcome Evaluation

Subcontractor Selection

Competitive LACDPH RFP process

Day One awarded funding under the Youth Engagement category

- Demonstrated organizational capacity in RFP application
- Youth-serving organization experienced in recruiting youth advocates and implementing youth driven initiatives
- Strong ties to the community, stakeholders, city officials

Existing Initiatives

HEAL grant

- CTG funding, administered by LACDPH PLACE Program in May 2013
- Regional Bicycle Master Plan for 5 cities in San Gabriel Valley
- Promote active transportation

NEOP

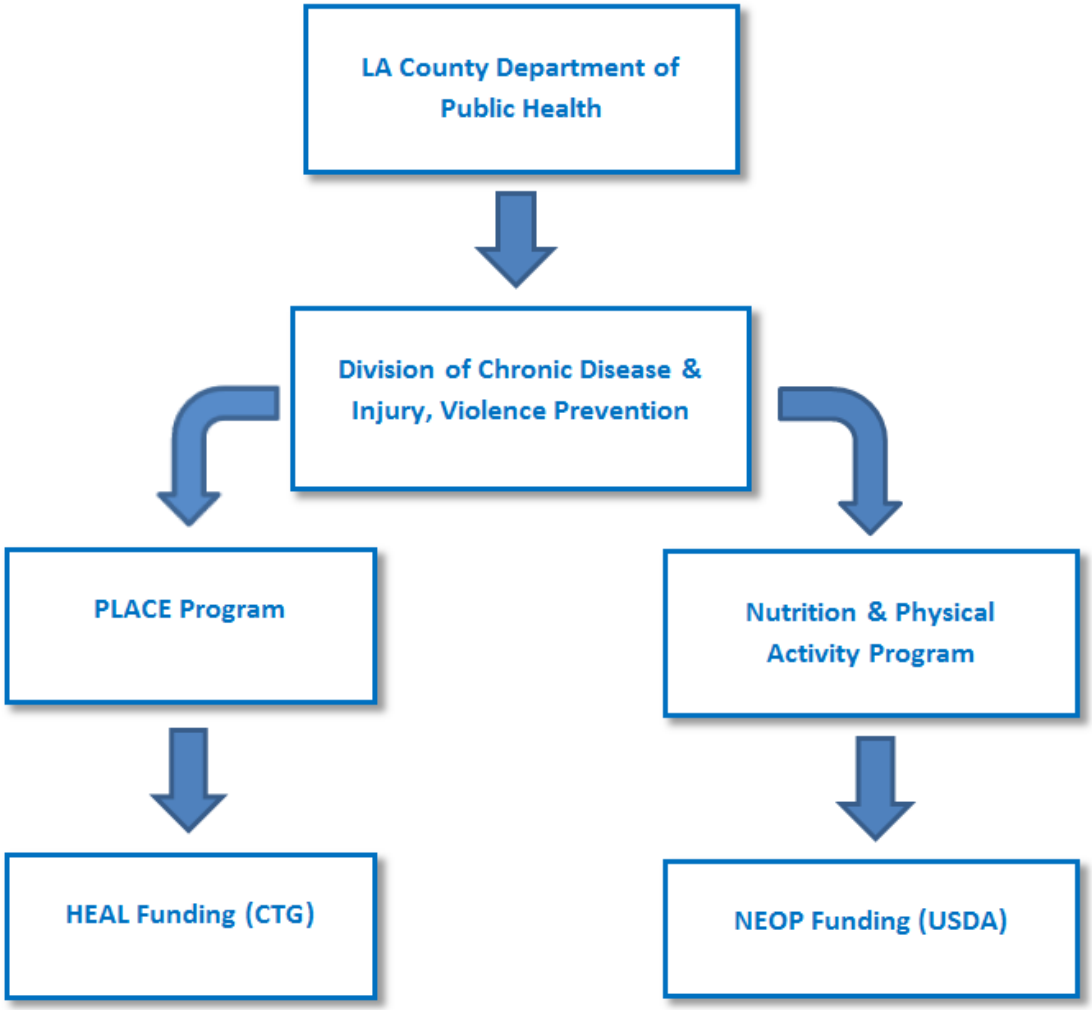
- USDA funding, administered by LACDPH Nutrition & Physical Activity Program in November 2013
- Nutrition education
- Physical activity promotion
- PSEs

Key Components to Success

Organizational capacity

Policy window

Partnerships

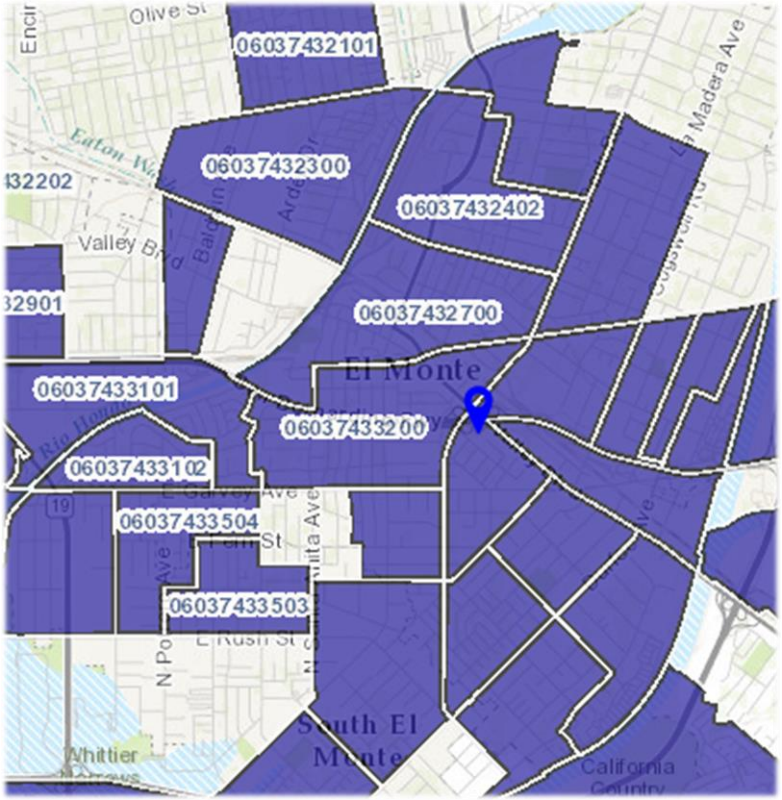


El Monte Statistics

28% childhood obesity, 67% adults obese or overweight

212 unhealthy food outlets vs 38 healthy food outlets

Mountain View High School, 96.6% FRPM



- District snapshot
  - El Monte Union High School District: 6 schools, 90.2% FRPM
  - El Monte City School District: 15 schools, 91.5% FRPM
  - Mountain View School District: 13 schools, 95% FRPM

Selecting Complete Streets

Youth at Mountain View High School identified active transportation and complete streets for their research project

Youth developed a community survey

- 68% reported that they would bike more often if it were easy and safe.
- 77% reported that they definitely want to see more bike lanes
- 75% reported that they definitely want to see bike safety signs, parks signs, and bike route signs in the community

- BikeSGV conducted manual pedestrian and bicycling counts in the city of El Monte, as well as Street audits

- Collaborative approach to PSE selection in alignment with El Monte Health Element, funded by PLACE

Advancing Complete Streets

- Youth led efforts through Youth Participatory Action Research (YPAR)
  - Selected issue to research
  - Conducted research project through video voice project
  - Gathered information & data
  - Analyzed the data
  - Informed, educated & mobilized the community
  - Prepared & conducted presentations to key stakeholders

- Youth promoted the project to the community and peers to network and built relationships

Partnerships

- Mountain View High School
- Bike San Gabriel Valley
- Healthy El Monte Coordinating Council
- Local healthcare providers, family resource centers, grocery stores

El Monte Union High School District Board

El Monte/South El Monte Best Start

El Monte/South El Monte Chamber of Commerce

Councilwoman Victoria Martinez

Policy Adoption

BikeSGV submitted draft policy language

Youth led complete streets rally prior to city council meeting

Youth attended city council meeting

Youth presented their YPAR video to city council

Policy unanimously adopted November 25, 2014

Next Steps & Sustainability

Implementation

Cycle 2 of ATP funding

Metro's future policy (2016) requiring cities to adopt a Complete Streets resolution

[Complete Streets YPAR Video]

Thank You!

David Diaz, MPH
(626) 229-9750
david@goDAYONE.org

Action!

Image TBD

Questions?

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