

APPENDIX A

Findings for Complete Streets Laws and Resolutions

Developed by the National Policy & Legal Analysis Network
to Prevent Childhood Obesity (NPLAN), a ChangeLab Solution

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INTRODUCTION

This document supplies a variety of evidence-backed factual conclusions that support a community’s decision to enact a complete streets resolution or law. An adopting body should select those findings it views as most significant for its community and add findings related to local conditions or concerns. All policies should include the first finding, which defines complete streets.

FINDINGS

WHEREAS, the term “Complete Streets” describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, motor vehicle drivers, public transportation riders and drivers, [*insert other significant local users if desired, e.g. drivers of agricultural vehicles, emergency vehicles, or freight*] and people of all ages and abilities, including children, youth, families, older adults, and individuals with disabilities;

COMMENT: This clause introduces and defines the concept of Complete Streets. This finding should appear as the first finding in every policy and should not be omitted.

WHEREAS, streets that are not designed to provide safe transport for all users present a danger to pedestrians, bicyclists, and public transportation riders, particularly children, older adults, and people with disabilities;¹ over 4,700 pedestrians and bicyclists died on United States roads in 2009, and more than 110,000 were injured,² with children and older adults at greatest risk and disproportionately affected;³ many of these injuries and fatalities are preventable, and the severity of these injuries could readily be decreased by implementing Complete Streets approaches;⁴ and [Municipality / State / Regional body] wishes to ensure greater safety for those traveling its streets;

WHEREAS, the Federal Highway Administration has found measurable improvements to pedestrian safety from Complete Streets that combined sidewalks, raised medians, better bus

stop placement, traffic-calming measures, and accommodations for people with disabilities,⁵ and bicycle safety studies show that the addition of well-designed, on-road bicycle lanes reduces the incidence of crashes by approximately 50%;⁶

WHEREAS, [Municipality / State / Regional body] wishes to encourage walking, bicycling, and public transportation use as safe, convenient, environmentally friendly, and economical modes of transportation that promote health and independence for all people;

WHEREAS, [Municipality / State / Regional body] acknowledges the benefits and value for the public health and welfare of [reducing vehicle miles traveled and] increasing transportation by walking, bicycling, and public transportation in order to address a wide variety of societal challenges, including pollution, climate change, traffic congestion, social isolation, obesity, physical inactivity, limited recreational opportunities, sprawl, population growth, safety, and excessive expenses;⁷

COMMENT: This clause describes the greater social and environmental benefits of encouraging non-vehicular travel.

WHEREAS, sedentary lifestyles and limited opportunities to integrate exercise into daily activities are factors contributing to increased obesity among adults and children and numerous correlated adverse consequences, such as diabetes, heart disease, stroke, high blood pressure, high cholesterol, certain cancers, asthma, low self-esteem, reduced academic performance, depression, and other debilitating diseases;⁸⁻⁹

COMMENTS: This clause and the following clause set out various additional problems that Complete Streets solve or alleviate.

See <http://healthyamericans.org/state/> and <http://apps.nccd.cdc.gov/brfss/Trends/TrendData.asp> for state-specific information.

WHEREAS, [Municipality / State / Regional body] recognizes that the careful planning and coordinated development of Complete Streets infrastructure offers long-term cost savings for local governments by reducing road construction, repair, and maintenance costs and expanding the tax base; improves public health and thereby lowers health care expenses; provides financial benefits to property owners, businesses, and investors through increased tourist revenue, business relocation, and property values;¹⁰ and decreases air and water pollution;¹¹ in contrast, streets that are not conducive to travel by all impose significant costs on government, employers, and individuals, including the cost of obesity, which may amount to \$147 billion in direct medical expenses each year, not including indirect costs;¹²

WHEREAS, Complete Streets advance the objectives of the federal Task Force on Childhood Obesity, which seeks to reduce the childhood obesity rate to 5% by 2030 by increasing physical activity through the “built environment” and other approaches;¹³

[**WHEREAS**, in light of the numerous statewide benefits of Complete Streets for public and environmental health, including the ability to travel freely throughout the state for people with disabilities or those traveling by foot, bicycle, or public transportation, [State] wishes to establish minimum statewide standards, while not reducing the ability of local jurisdictions to establish additional requirements;]

COMMENT: This finding is designed to be included in policies adopted by states, as it helps demonstrate that this topic is an appropriate subject for state regulation while clarifying that the policy is not intended to preempt local efforts that provide for additional requirements.

WHEREAS, bicycling often provides a feasible alternative to driving because 25 percent of all car trips are to destinations within 1 mile of home,¹⁴ 40 percent of all trips are two miles or less from home,¹⁵ and approximately 30 percent of the working population travels 5 miles or less to work;¹⁶ and [Municipality / State / Regional body] wishes to encourage walking, bicycling, and public transportation use as safe, convenient, environmentally friendly, and economical modes of transportation that promote health and independence for all people;

WHEREAS, streets are a key public space, shape the experience of residents of and visitors to [Municipality / State / Region], directly affect public health and welfare, and provide the framework for current and future development;¹⁷⁻¹⁸

COMMENT: Where streets comprise a significant portion of the land in a particular municipality—particularly likely in the case of a larger city—a municipality may wish to describe the percentage of area occupied by streets. This may be done by inserting a reference such as “comprise ___ % of Municipality’s land area” following the phrase “streets are a key public space.”

WHEREAS, the one-third of Americans who do not drive include a disproportionate number of older adults, low-income people, people of color, people with disabilities, and children,¹⁹ and the insufficient and inequitable availability of safe alternative means of travel adversely affects their daily lives;

WHEREAS, the dramatic increase in the population of older and very old adults that will be seen by 2020 and 2030, with the concomitant decrease in driving, requires that changes begin to occur now to street design and transportation planning;²⁰

WHEREAS, numerous states, counties, cities, and agencies have adopted Complete Streets policies and legislation in order to further the health, safety, welfare, economic vitality, and environmental well-being of their communities;²¹

COMMENT: This clause establishes that there is considerable precedent for policies of this type.

WHEREAS, [Municipality / State / Regional body] wishes to build upon its existing policies that recognize the importance of addressing the transportation needs of pedestrians, bicyclists, and public transportation riders, such as [*insert references to and brief descriptions of existing policies that incorporate any elements of the multi-modal/non-motorized travel concepts in Complete Streets*];

COMMENTS: This clause affirms the existing efforts of the jurisdiction, and establishes that although the Complete Streets policy involves a new commitment to making the streets safe for all users, the adopting body is not necessarily departing from its current practices but building upon and improving them.

If a state or regional body does not have applicable policies, but bodies within it do, it may reference those by adopting this alternative language: “**WHEREAS**, [State / Regional body] wishes to build upon existing policies in [State / Region] that recognize the importance of Complete Streets, such as [*insert relevant language*];”

WHEREAS, [Municipality / State / Regional body] wishes to encourage public participation in community decisions concerning street design and use to ensure that such decisions: (a) result in streets that meet the needs of all users, and (b) are responsive to needs of individuals and groups that traditionally are not incorporated in public infrastructure design;

WHEREAS, [Municipality / State / Regional body] recognizes the importance of Complete Streets infrastructure and modifications that enable safe, convenient, and comfortable travel for all users, such as sidewalks, shared use paths, bicycle lanes, paved shoulders, street trees and landscaping, planting strips, accessible curb ramps, crosswalks, refuge islands, pedestrian signals, signs, street furniture, bicycle parking facilities, public transportation stops and facilities, transit priority signalization, and other features assisting in the provision of safe travel for all users, such as traffic calming circles, narrow vehicle lanes, raised medians, dedicated transit lanes, transit bulb outs, and road diets [as well as other features such as insert other accommodations if desired] [and those features identified in insert name of Pedestrian/Bicycle Master Plan if it exists]; and

COMMENT: Although features such as street trees and landscaping have traditionally not been included in transportation infrastructure, these features are crucial for pedestrian comfort and safety; they are included here to ensure that Complete Streets infrastructure addresses the needs of all users.

WHEREAS, [Municipality / State / Regional body] therefore, in light of the foregoing benefits and considerations, wishes to [initiate a / expand upon its] Complete Streets program and desires that its streets form a comprehensive and integrated transportation network promoting safe, equitable, and convenient travel for all users while preserving flexibility, recognizing community context, and using the latest and best design guidelines and standards;

- ¹ US Department of Transportation, Federal Highway Administration. *Federal Highway Administration University Course on Bicycle and Pedestrian Transportation, Lesson 8: Pedestrian Characteristics*. July 2006, p. 1-10. Available at: www.fhwa.dot.gov/publications/research/safety/pedbike/05085/pdf/lesson8lo.pdf; Office of the Prime Minister, Social Exclusion Unit. *Making the Connections: Final Report on Transport and Social Exclusion*. Feb. 2003, p. 1-7. Available at: http://webarchive.nationalarchives.gov.uk/+http://www.cabinetoffice.gov.uk/media/cabinetoffice/social_exclusion_task_force/assets/publications_1997_to_2006/making_transport_2003.pdf.
- ² US Department of Transportation, National Highway Traffic Safety Administration. *Traffic Safety Facts: 2009 Data Overview*. Washington: National Highway Traffic Safety Administration, 2011. Available at: www.nrd.nhtsa.dot.gov/Pubs/811399.pdf.
- ³ Henary BY, Ivarsson J, Crandall JR. "The influence of age on the morbidity and mortality of pedestrian victims." *Traffic Inj Prev.*, 7(2): 182-90, June 2006. Available at: www.tandfonline.com/doi/abs/10.1080/15389580500516414#preview ; Henary BY, Crandall J, Bhalla K, Mock CN, et al. "Child and adult pedestrian impact: the influence of vehicle type on injury severity." *Annu Proc Assoc Adv Automot Med*, 47: 105-26, 2003. Available at: www.ncbi.nlm.nih.gov/pmc/articles/PMC3217548/.
- ⁴ Von Kries R, Kohne C, Böhm O, von Voss H. "Road injuries in school age children: relation to environmental factors amenable to interventions." *Injury Prevention*, 4(2): 103-5, June 1998. Available at: www.ncbi.nlm.nih.gov/pmc/articles/PMC1730362/pdf/v004p00103.pdf.
- ⁵ US Department of Transportation, Federal Highway Administration, *A Review of Pedestrian Safety Research in the United States and Abroad*. Washington: US Department of Transportation, Federal Highway Administration, 2003. Available at: www.fhwa.dot.gov/publications/research/safety/pedbike/03042/part3.cfm.
- ⁶ Reynolds C CO, Harris MA, Teschke, K, et al. *The Impact of Transportation Infrastructure on Bicycling Injuries and Crashes: A Review of the Literature*. Environmental Health, 8:47, 2009. Available at: www.ehjournal.net/content/8/1/47; Kaplan J. *Characteristics of the Regular Adult Bicycle User*. MSc thesis. Maryland: University of Maryland, Civil Engineering Department, 1975. Available at: www.bikexpert.com/research/kaplan/index.htm; Lott DF and Lott DY. "Differential Effect of Bicycle Lanes on Ten Classes of Bicycle-Automobile Accidents." *Transportation Research Record* (605): 1976. Available at: <http://pubsindex.trb.org/view.aspx?id=52838>; Rodgers GB. "Factors associated with the crash risk of adult bicyclists." *Journal of Safety Research*, 28(4): 233-241. Available at: www.sciencedirect.com/science/article/pii/S0022437597000091; Moritz WE. "Adult Bicyclists in the United States: Characteristics and Riding Experience in 1996." *Transportation Research Record: Journal of the Transportation Research Board*, 1636 (1998):1-7, 2007. Available at: <http://trb.metapress.com/content/42429214465t4704/>; Moritz WE. "Survey of North American Bicycle Commuters: Design and Aggregate Results." *Transportation Research Record: Journal of the Transportation Research Board*, 1578 (1998):91-101. Available at: <http://trb.metapress.com/content/wq87468051446611/>.
- ⁷ Frumkin H, Frank L and Jackson R. *Urban Sprawl and Public Health*. Washington: Island Press, 2004.
- ⁸ US Department of Health and Human Services, Office of the Surgeon General. *The Surgeon General's Call to Action to Prevent and Decrease Overweight and Obesity*. Rockville: US Department of Health and Human Services, Public Health Service, Office of the Surgeon General, 2001. Available at: www.ncbi.nlm.nih.gov/books/NBK44206/.
- ⁹ US Department of Health and Human Services, Centers for Disease Control and Prevention. *Kids Walk to School: a Guide to Promote Walking to School*. Rockville: US Department of Health and Human Services, Centers for Disease Control and Prevention, 2007. Available at: www.cdc.gov/nccdphp/dnpa/kidswalk/pdf/kidswalk.pdf.
- ¹⁰ Commission for Architecture and the Built Environment. *Paved with Gold: The Real Value of Good Street Design*. London: Commission for Architecture and the Built Environment, 2007. Available at: www.cabe.org.uk/files/paved-with-gold.pdf.
- ¹¹ Campbell R and Wittgens M, Better Environmentally Sound Transportation. *The Business Case for Active Transportation: The Economic Benefits of Walking and Cycling*, 2004. Available at: www.bikewalk.org/2004conference/sessions/2_Business/Business_Case_for_Active_Transportation.pdf.
- ¹² Finklestein E, Trogon J, Cohen J, and Dietz W. "Annual Medical Spending Attributable to Obesity: Payer- and Service-Specific Estimates." *Health Affairs*, 28(5), 2009: w822-w831; see also US Department of Health and Human Services, Centers for Disease Control and Prevention. *Preventing Obesity and Chronic Diseases Through Good Nutrition and Physical Activity*. 2005, p. 1. Available at: www.cdc.gov/nccdphp/publications/factsheets/Prevention/pdf/obesity.pdf.

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- ¹³ Let's Move: America's Move to Raise a Generation of Healthier Kids. *White House Task Force on Childhood Obesity Report to the President*, May 2010. Available at: www.letsmove.gov/white-house-task-force-childhood-obesity-report-president.
- ¹⁴ US Department of Transportation, Federal Highway Administration. 2009 Household Travel Survey. 2011. Available at: <http://nhts.orl.gov/2009/pub/stt.pdf>. For relevant excerpts, see America Bikes, League of American Bicyclists. "Factsheet: National Household Travel Survey." Available at: www.bikeleague.org/resources/reports/pdfs/nhts09.pdf.
- ¹⁵ US Department of Transportation, Federal Highway Administration. 2009 Household Travel Survey. 2011. Available at: <http://nhts.orl.gov/2009/pub/stt.pdf>. For relevant excerpts, see America Bikes, League of American Bicyclists. "Factsheet: National Household Travel Survey." Available at: www.bikeleague.org/resources/reports/pdfs/nhts09.pdf; see also Rails-to-Trails Conservancy. *Turning Potential into Practice: Walking and Biking as Mainstream Transportation Choices*. 2007. Available at: www.railstotrails.org/resources/documents/whatwedo/TrailLink%2007%20Program_Mobility.pdf (citing FHWA 2006).
- ¹⁶ Research and Innovative Technology Administration, Bureau of Transportation Statistics. "Figure 2 - On a typical day, how many miles one-way do you travel from home to work?" *Omnistats*, 3(4): 2003. Available at: www.bts.gov/publications/omnistats/volume_03_issue_04/html/figure_02.html.
- ¹⁷ Frumkin H, Frank L and Jackson R. *Urban Sprawl and Public Health*. Washington: Island Press, 2004, p. 2–3.
- ¹⁸ Victoria Transport Policy Institute. *Transportation Cost and Benefit Analysis II – Conclusions and Recommendations*. 2009, p. 7. Available at: <http://vtpi.org/tca/tca11.pdf>.
- ¹⁹ US Department of Transportation, Federal Highway Administration. *Federal Highway Administration University Course on Bicycle and Pedestrian Transportation, Lesson 8: Pedestrian Characteristics*. July 2006, p. 1-10. Available at: www.fhwa.dot.gov/publications/research/safety/pedbike/05085/pdf/lesson8lo.pdf; Office of the Prime Minister, Social Exclusion Unit. *Making the Connections: Final Report on Transport and Social Exclusion*. Feb. 2003, p. 1-7. Available at: http://webarchive.nationalarchives.gov.uk/+http://www.cabinetoffice.gov.uk/media/cabinetoffice/social_exclusion_task_force/assets/publications_1997_to_2006/making_transport_2003.pdf.
- ²⁰ National Institute on Aging. *Aging in the United States – Past, Present and Future*. Available at: www.census.gov/population/international/files/97agewc.pdf.
- ²¹ See, e.g., Illinois Hwy Code § 4-220 (Public Act 095-0665, 2007); Hennepin County, Minn., Board of Commissioners Action Request 09-0058; Seattle, Wash., Ord. No. 122386 (2007); Columbia, S. Caro., Resolution No. 2006-021 (2006); Scottsdale, Ariz., Transportation Master Plan (2008). For a complete list, see www.completestreets.org/complete-streets-fundamentals/complete-streets-atlas/.