

ChangeLab Solutions

Complete Streets *for Arizona Communities*



Presented by

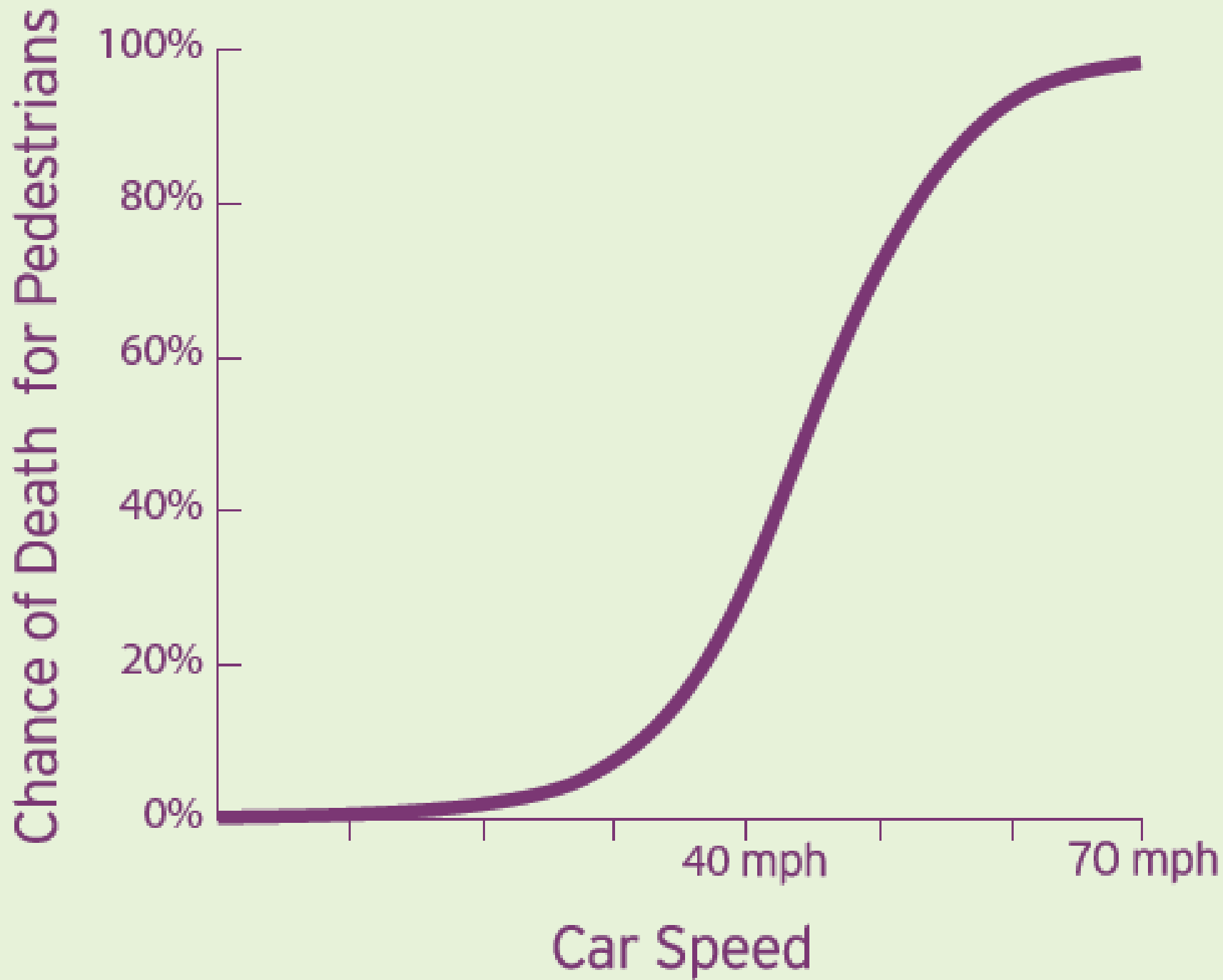
Diane Dohm, MSCRP

Transportation Planner

What is a
complete street?











MIBAS RUGBY COLLECTION
KARMA



“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

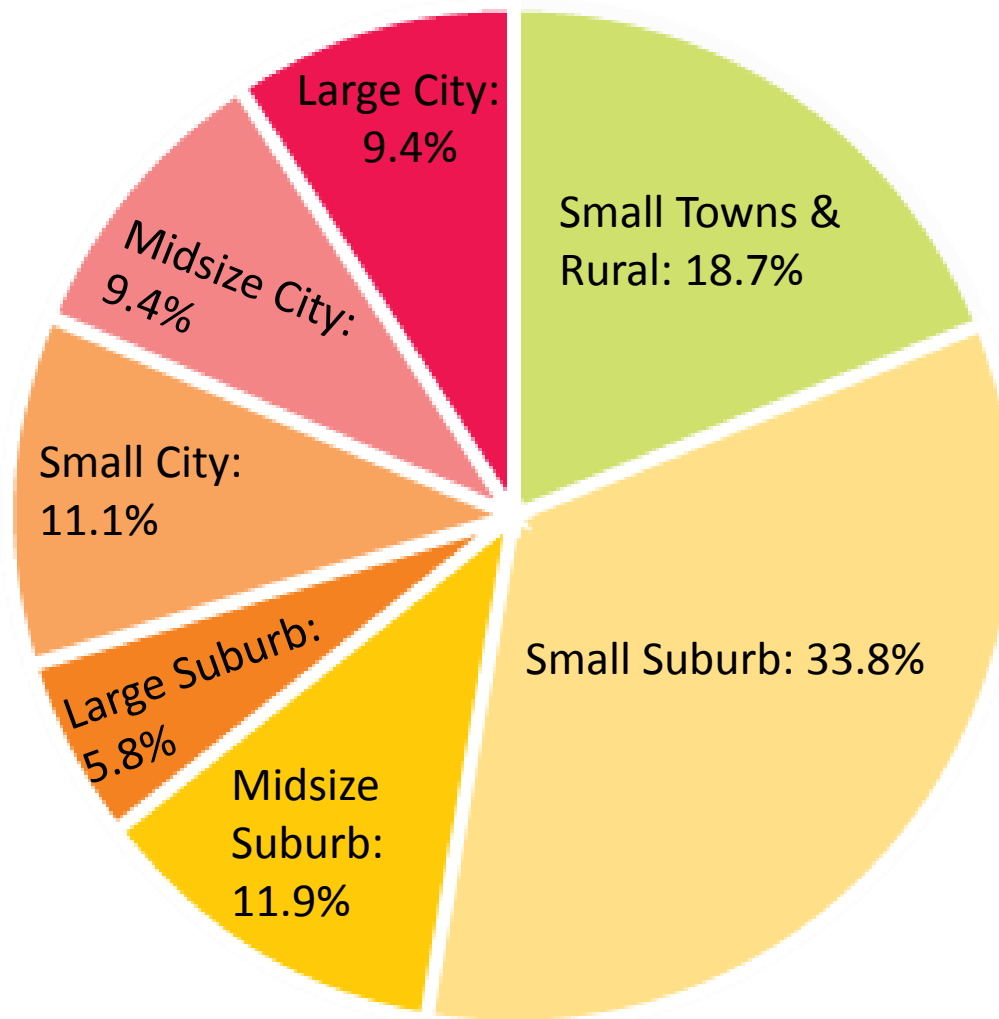


Source: Putting Smart Growth to Work in Rural Communities



Complete Streets aren't only for urban communities.

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

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:

Includes *a vision*
for how and why the
community wants
complete streets



AN IDEAL COMPLETE STREETS POLICY:

Specifies that *'all users'* includes pedestrians, bicyclists and transit passengers of all ages and abilities, as well as trucks, buses and automobiles.



AN IDEAL COMPLETE STREETS POLICY:

Applies to both *new and retrofit projects*, including design, planning, maintenance, and operations, for the entire right of way.



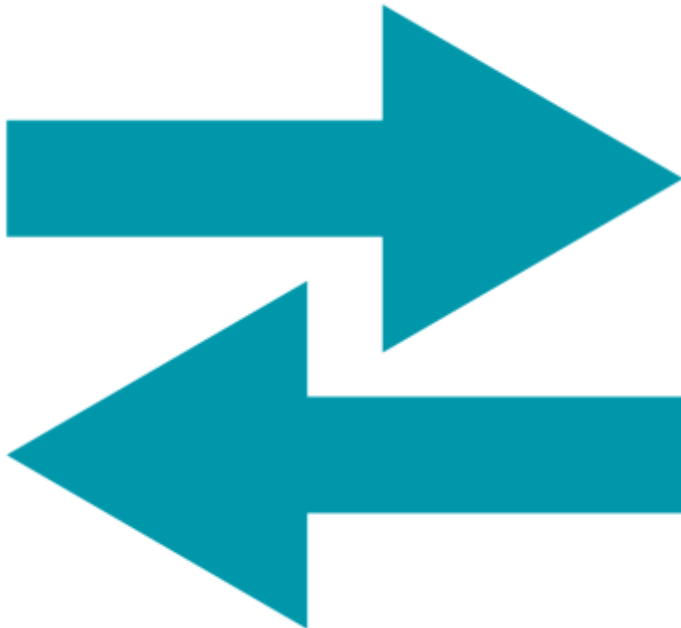
AN IDEAL COMPLETE STREETS POLICY:

Makes *any exceptions* specific
and sets a clear procedure that
requires high-level approval of
exceptions.



AN IDEAL COMPLETE STREETS POLICY:

Encourages *street connectivity*
and aims to create a comprehensive,
integrated, connected network for
all modes.



AN IDEAL COMPLETE STREETS POLICY:

Is adoptable by *all agencies to
cover all roads.*



AN IDEAL COMPLETE STREETS POLICY:

Directs the use of the *latest and best design criteria* and guidelines while recognizing the need for flexibility in balancing user needs.



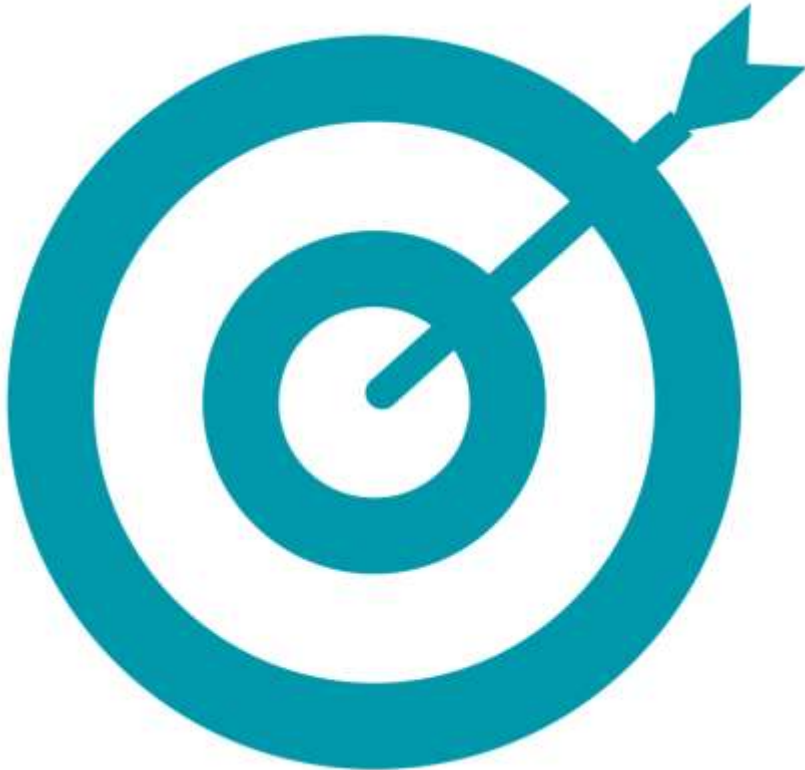
AN IDEAL COMPLETE STREETS POLICY:

Directs that Complete Streets solutions will *complement the context* of the community.



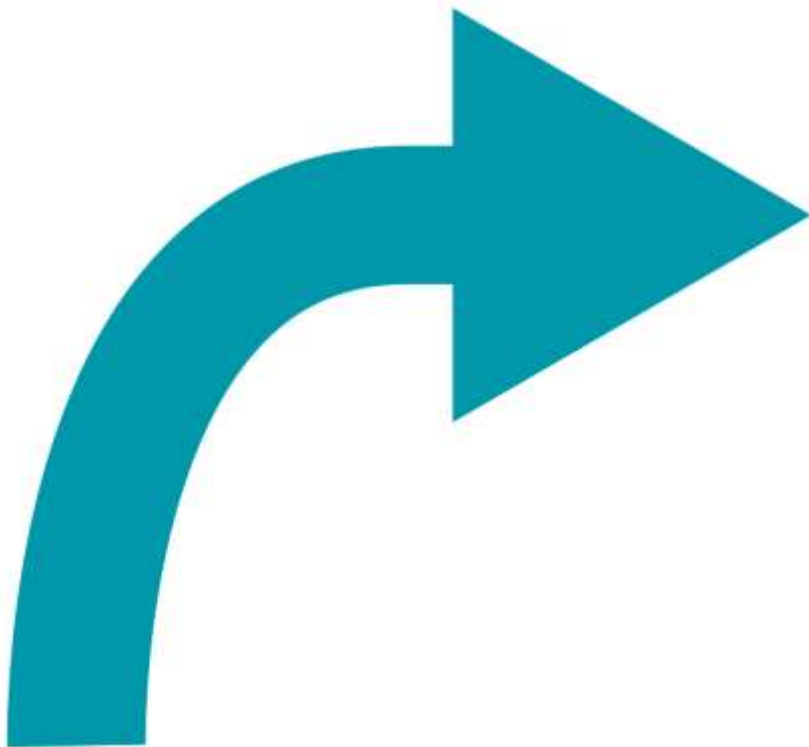
AN IDEAL COMPLETE STREETS POLICY:

Establishes *performance standards* with measurable outcomes.



AN IDEAL COMPLETE STREETS POLICY:

Includes *specific next steps* for
implementation of the policy



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COMPLETE STREETS

Complete Streets
Talking Points



Complete streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists, and transit riders of all ages and abilities must be able to safely move along and across a complete street.

Primary message:
Complete streets provide people with a range of safe choices for moving around their communities, including walking and biking. Complete streets are people-friendly and support good health.

Health problems include:

- Obesity:** According to the Centers for Disease Control and the American CDCs, 36 percent of U.S. adults age 20 and older are obese, and approximately 49 percent of American youth more than 10 pounds. Today, one in five children and one in three teens is overweight or at risk of becoming overweight.
- Heart Disease:** The leading cause of death for women and men in the United States is heart disease, according to the American Heart Association. In 2009, a total of 645,000 people died of heart disease, accounting for 28 percent of all U.S. deaths.
- Diabetes:** One of every six health care dollars spent in the United States goes toward diabetes and its complications. Between 1994 and 2004, the prevalence of diabetes increased more than 50 percent.

All of these health problems are linked to environmental factors.

- Research conducted by UCLA has revealed the **walkability of a neighborhood** with increased walking for leisure and found that the neighborhood environment – including the availability of parks – influences individual health behaviors. In California San Diego and San Francisco counties (regions characterized by sprawl development), 56 percent of residents reported that they do not walk or bike often by six minutes in a week, while only 13 percent of San Francisco residents in a dense, walkable environment told that story.
- **Fear of crime** also can be a significant impediment to walking. One survey found that 13 percent of respondents would walk more if crime was not such a problem in their neighborhood.

How does street design contribute to these problems?

- Conventional street design—which relies on local streets leading to collector streets—creates an environment that is inhospitable, unattractive, and often dangerous to pedestrians. Traditional streets—which feature diverse commercial blocks and more public spaces—offer a **friendly environment for pedestrians.**

For more information and resources on the relationship between the built environment and public health:

PHD Planning for Healthy Places
A program of Public Health Law of Policy
1000 Broadway, Suite 100
Oakland, CA 94612
(510) 463-1200
www.healthplanning.org

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Let's get you connected to the solutions you need.

nplan | national public health planning network

Model Local Ordinance on Complete Streets

www.changelabsolutions.org | nplan.org

PHD Planning for Healthy Places



Making Streets Welcoming for Walking

For the day, communities across the United States have adopted the idea that their people walking and biking, but being pushed to the margins. Large lawns and wide boulevards offer us beautiful health and safety benefits, but on their own they're not enough to help us walk with confidence. It's not just about the physical environment, it's about the social environment. It's about the feeling of safety and security that comes from seeing other people walking and biking. It's about the feeling of safety and security that comes from seeing other people walking and biking.

What are the most common barriers to walking and biking? The most common barriers to walking and biking are: lack of sidewalks, lack of crosswalks, lack of street lighting, lack of street furniture, lack of street trees, lack of street art, lack of street cleaning, lack of street maintenance, lack of street safety.

It's not just about the physical environment, it's about the social environment. It's about the feeling of safety and security that comes from seeing other people walking and biking. It's about the feeling of safety and security that comes from seeing other people walking and biking.

ChangeLab
Let's get you connected to the solutions you need.

nplan | national public health planning network

www.changelabsolutions.org

THANK YOU!

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changelabsolutions.org



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Safe Routes to School *for Arizona Communities*



Presented by

Benjamin D. Winig, JD, MPA

Senior Staff Attorney & Program Director

Safe Routes to School: The Basics



Safe Routes to School: “The Five E’s”



One More “E”



*How did you
get to school?*



*How do the kids you
know get to school?*



Why Safe Routes to School





Good for kids



Good for communities

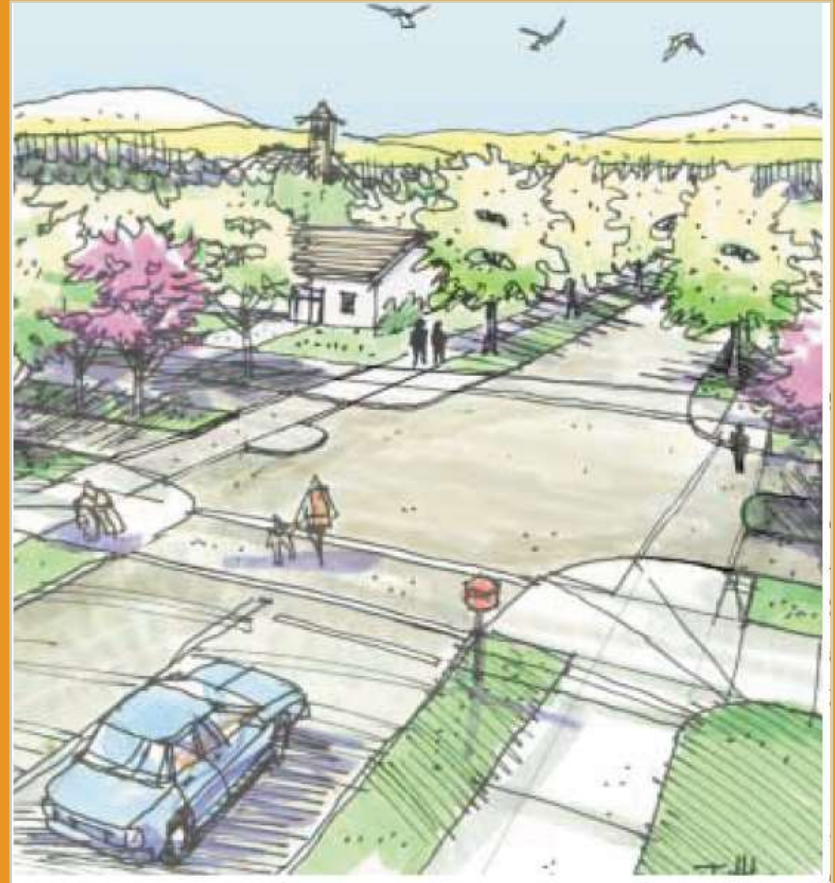


Policy and Programs



Policy Levels for SRTS

- School districts
- Local gov't
(towns, cities,
counties)
- Regional gov't
(MPOs)
- State gov't
- Federal gov't





Policy reaches
more people.

Policy institutionalizes
good ideas.



*What policies
support SRTS?*



www.changelabsolutions.org/safe-routes/welcome



Solutions
Law & policy innovation
for the common good.



Safe Routes
to School
National
Partnership

“Beginner” Policies

Introduction: Safe Routes to School

- Role of School Districts in Student Health
- About Safe Routes To School
- How to Work With School Boards
- General Resources

Instructions

Getting Started

The Policies

Beginner

- Support for Active Transportation
- Support for Safe Routes to School
- Roles of Districts, Schools, Parents/Guardians, and Students
- Minimizing Driving
- Following the Law
- District Task Force
- School Teams
- Traffic Safety Education
- Walking School Buses and Bicycle Trains
- Walk to School Day and Other Promotional Activities
- Enforcement
- Incorporation into Student and Parent Handbooks
- Incorporation into School Wellness Policy

Intermediate

Advanced

thy
sing

Recent
Achievements

CONTACT US

ct Policy Workbook

Workbook! It is designed to help school community members create and implement Safe Routes to School programs. The workbook will help you build your own customized Safe Routes to School Policy Workbook for your community.

encourages students to walk, ride bicycles, or use the bus. Active transportation improves health, reduces air pollution, and protects the environment. Making it easy for many community stakeholders, including parents, neighborhood businesses, planners, transportation agencies, and school districts, the School Policy Workbook helps schools make

[Supporting Safe Routes to School](#)



Support for SRTS



Everyone has a role to play



School Wellness Policy



Safe School Zone Policies



Policies that:

- Reduce speed near schools
- Prioritize walking and biking infrastructure near schools
- Restrict idling
- Increase traffic enforcement





Other municipal policies

- Crossing guards
- Comprehensive plans & bicycle/pedestrian plans
- School siting provisions for land dedication ordinances

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FACT SHEETS

Programs/Initiatives | nplan.org | July 2015



**Safe Routes to School:
Minimizing Your Liability Risk**

Safe Routes to School (SRTS) programs can help reduce schools' risk of liability while making it safer for students to walk or bike. This fact sheet explains why liability from shouldn't keep schools from supporting SRTS programs, and offers practical tips for schools and community advocates.

Some schools have been reluctant to support Safe Routes to School (SRTS) programs due to concerns about being sued if an injury or problem arises. But with their on largely unexamined. By setting responsible and understanding the liability issues in question, schools, nonprofits, and parent groups can help students enjoy the health and academic benefits of SRTS programs while maintaining the risk of a lawsuit. In fact, well-run SRTS programs can even reduce schools' risk of liability by identifying potential dangers and putting measures in place to protect children against injury.

Because nonprofits, parent groups, and schools may all be involved in SRTS programs, it can be important for each of these groups to understand SRTS and liability. This fact sheet explains why liability fears shouldn't stop school districts from supporting SRTS programs, provides an overview of liability and negligence, and offers practical tips on how school districts and others can reduce their risk of liability.

Because liability issues vary from state to state, consulting with a local lawyer may be helpful in understanding your specific issues, as well as in structuring SRTS programs to minimize liability concerns.

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TO IMPROVE OUR COMMUNITIES

Programs/Initiatives | nplan.org | July 2015



**Volunteers and Liability
The Federal Volunteer Protection Act**

People who volunteer for a nonprofit or school may be concerned about a lawsuit if an injury occurs. This fact sheet provides an overview of legal protections designed to shield volunteers from liability.

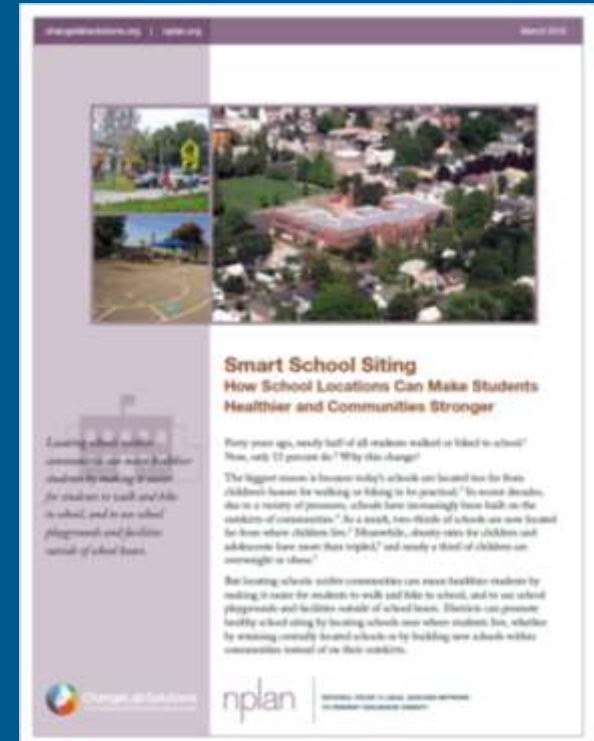
Volunteers are entitled to the right against childhood obesity-related falls to physical activity through Safe Routes to School programs and after-school activities, teaching writing and gardening classes, and encouraging healthy choices through many other programs. Volunteer often make it possible for thousands of children, teenagers, adults, and seniors to be able to create healthy communities and help children lead healthier lives.

But people sometimes worry that they could be at risk of liability if an injury occurs while they are volunteering. Fortunately, a federal law—the Volunteer Protection Act—provides volunteers with significant protections from liability associated with volunteer activity. It may even be for you. These issues also have been that provide additional protections for volunteers.

The Volunteer Protection Act grants volunteers under many circumstances, although it does not eliminate the possibility of a lawsuit. It does not shield the nonprofit or governmental agency using the volunteer's services from liability. It only protects the volunteer themselves.

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Programs/Initiatives | nplan.org | March 2015





**Smart School Siting
How School Locations Can Make Students
Healthier and Communities Stronger**

Learning school location committees can help build healthier communities by making it easier for students to walk and bike to school, and to use school playgrounds and facilities outside of school hours.

Every year, nearly half of all students walked or biked to school. Now, only 17 percent do. Why this change?

The biggest reason is because today's schools are located now for their children's homes for walking or biking to be practical. In many locations, due to a variety of pressures, schools have increasingly been built on the outskirts of communities. As a result, two-thirds of schools are now located far from where children live. Meanwhile, obesity rates for children and adolescents have risen than tripled, and nearly a third of children are overweight or obese.

But locating schools within communities can mean facilities students by making it easier for students to walk and bike to school, and to use school playgrounds and facilities outside of school hours. Districts can promote healthy school siting by locating schools near where students live, whether by expanding existing located schools or by building new schools within communities instead of on their outskirts.

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More fact sheets

Crossing with Confidence

Managing Risk When Creating
Crossing Guard Programs in California



With careful planning and implementation, schools, cities, and counties can reduce their risk of liability when creating and operating crossing guard programs.

CA4health
Healthy places. Healthier lives.

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FOR A HEALTHY COMMUNITY AND A HEALTHY PLANET

Made possible by CA4Health, a project of the Public Health Institute, with funding from the Centers for Disease Control and Prevention

Get Out & Get Moving

Opportunities to Walk to School through
Remote Drop-Off Programs



Understanding the legal implications of implementing a remote drop-off program can help school districts, parents, and active transportation advocates determine whether a remote drop-off program is appropriate for their community.

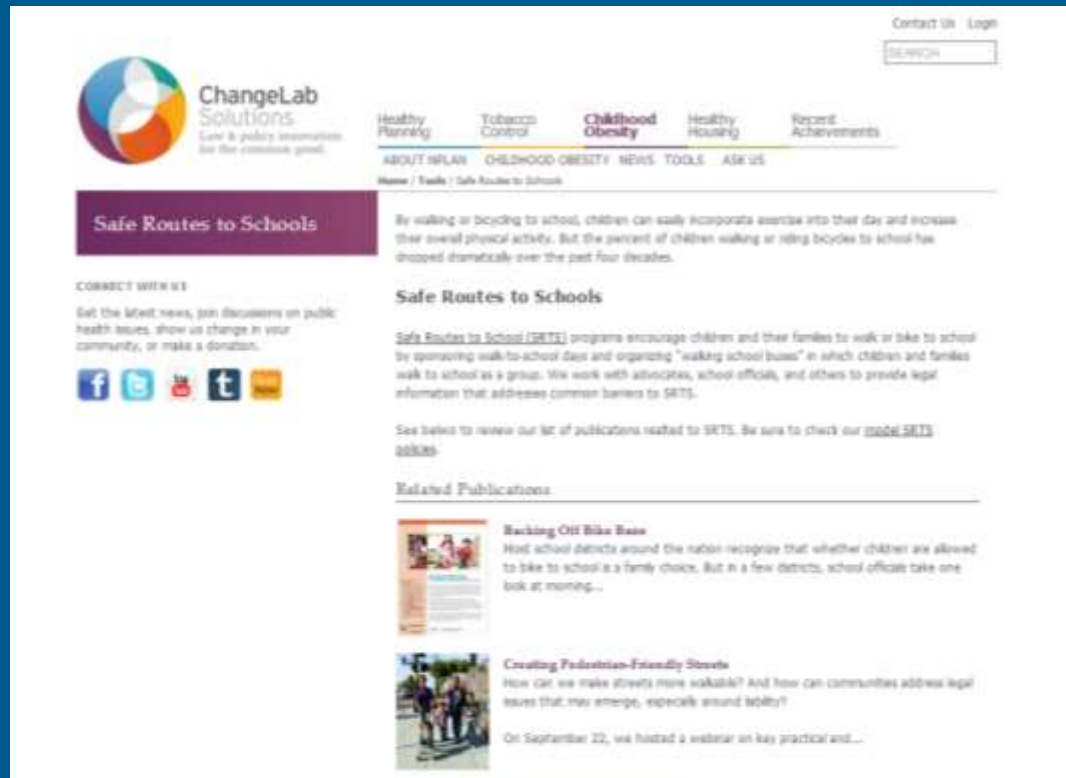
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Made possible by CA4Health, a project of the Public Health Institute, with funding from the Centers for Disease Control and Prevention

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OTHER RESOURCES



The screenshot shows the ChangeLab Solutions website. At the top left is the ChangeLab Solutions logo with the tagline "Low & policy innovations for the common good." To the right are navigation links for "Healthy Planning", "Tobacco Control", "Childhood Obesity", "Healthy Housing", and "Recent Achievements". Below these are links for "ABOUT/PLAN", "CHILDHOOD OBESITY", "NEWS", "TOOLS", and "ASK US". A search bar is located in the top right corner. The main content area features a purple header for "Safe Routes to Schools". Below this, there is a "CONNECT WITH US" section with social media icons for Facebook, Twitter, YouTube, and LinkedIn. The main text discusses the benefits of walking or bicycling to school and the decline in these activities over the past four decades. It also mentions "Safe Routes to School (SRTS) programs" and provides a link to "model SRTS policies". There are two "Related Publications" sections: "Backing Off Bike Lane" and "Creating Pedestrian-Friendly Streets".

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Low & policy innovations for the common good.

Healthy Planning Tobacco Control **Childhood Obesity** Healthy Housing Recent Achievements

ABOUT/PLAN CHILDHOOD OBESITY NEWS TOOLS ASK US

Home / Tools / Safe Routes to Schools

Safe Routes to Schools

By walking or bicycling to school, children can easily incorporate exercise into their day and increase their overall physical activity. But the percent of children walking or riding bicycles to school has dropped dramatically over the past four decades.

Safe Routes to Schools

Safe Routes to School (SRTS) programs encourage children and their families to walk or bike to school by sponsoring walk-to-school days and organizing "walking school buses" in which children and families walk to school as a group. We work with advocates, school officials, and others to provide legal information that addresses common barriers to SRTS.

See below to review our list of publications related to SRTS. Be sure to check our [model SRTS policies](#).

Related Publications

Backing Off Bike Lane
Most school districts around the nation recognize that whether children are allowed to bike to school is a family choice. But in a few districts, school officials take one look at morning...

Creating Pedestrian-Friendly Streets
How can we make streets more walkable? And how can communities address legal issues that may emerge, especially around liability?
On September 22, we hosted a webinar on key practical and...

<http://changelabsolutions.org/childhood-obesity/safe-routes-schools>



The partial screenshot shows the "Let's Walk to School!" section. It includes a small image of children walking to school and the text: "In 1960, approximately 30% of children walked or bicycled to school, including almost 90% of children living within one mile of school. Today, fewer than 15% of schoolchildren walk or bicycle to..."

Let's Walk to School!
In 1960, approximately 30% of children walked or bicycled to school, including almost 90% of children living within one mile of school. Today, fewer than 15% of schoolchildren walk or bicycle to...

THANK YOU!

Benjamin D. Winig, JD, MPA

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changelabsolutions.org





www.eatwellbewell.org

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If you wish to file a Civil Rights program complaint of discrimination, complete the USDA Program Discrimination Complaint Form, found online at www.ascr.usda.gov/complaint_filing_cust.html , or at any USDA office, or call (866) 632-9992 to request the form. You may also write a letter containing all of the information requested in the form. Send your completed complaint form or letter to us by mail at U.S. Department of Agriculture, Director, Office of Adjudication, 1400 Independence Avenue, S.W., Washington, D.C. 20250-9410, by fax (202) 690-7442 or email at program.intake@usda.gov .

Individuals who are deaf, hard of hearing or have speech disabilities may contact USDA through the Federal Relay Service at (800) 877-8339; or (800) 845-6136 (Spanish).

For any other information dealing with Supplemental Nutrition Assistance Program (SNAP) issues, persons should either contact the USDA SNAP Hotline Number at (800) 221-5689, which is also in Spanish or call the Arizona Nutrition Network Hotline; in Maricopa County call 602-542-9935, outside of Maricopa County call 1-800-352-8401.

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WHAT'S NOW?
****BREAK TIME****

WHAT'S NEXT?
PEER PANEL