



Support the Prevention Agenda by

Promoting Complete Streets

You can support the Prevention Agenda goal of **Reducing Chronic Disease** by encouraging implementation of Complete Streets policies by municipalities in your county.

AIM:

Increase the number of municipalities that have Complete Streets policies.

Why address Complete Streets in your county's municipalities?

- Many New Yorkers—both adult and youth—are not meeting physical activity recommendations. Less than half (49%) of adult New Yorkers reported being physically active for 30 minutes per day and only 64% of New York high school youth are meeting the recommended 60 minutes of daily physical activity.^{i,ii}
- Between 2000 and 2009, over 3,000 people were killed while walking in New York State. A disproportionate number of these fatalities were children, older adults, and racial/ethnic minorities.ⁱⁱⁱ The mortality rate of pedestrians older than 65 is significantly higher than younger pedestrians (4.6 per 100,000 vs. 1.2 per 100,000), putting New York 4th in the nation for the fatality rate for pedestrians over 65.^{iv}
- Many studies have found that people who live in neighborhoods with greater infrastructure to accommodate walking and bicycling have higher participation in active modes of transportation and lower risk of obesity.^{v,vi,vii}
- Designing environments that facilitate physical activity and active living is an effective method of addressing low levels of physical activity.^{vii}
- Complete Streets policies require that transportation planners and engineers consistently plan, design, and build roadways with all users in mind—including bicyclists, public transportation vehicles, and pedestrians of all ages and abilities. Complete Streets allow all users of the road to travel safely.
- New York State has a Complete Streets law, but a recent study shows that local policies are important to ensure adequate implementation across all New York roads.^{ix}

ACTION:

Take these steps to create, implement, or enhance Complete Streets policies in your community:

Recommended Step	Brief Description		
<p>Review the existing policy environment</p> <p>In addition to reviewing state law, review local policies, procedures, and plans that affect implementation of Complete Streets policies and strategies.</p>	<p>How to identify existing plans:</p> <ul style="list-style-type: none"> • Contact the local Department of Transportation (DOT) or Metropolitan Planning Organization (MPO). • Contact municipalities about comprehensive plans and bicycle and pedestrian plans. • Identify other local agencies and officials that have roles in updating local streets or maintenance plans: <ol style="list-style-type: none"> 1. Planning boards or councils 2. Decision-making entities in the local government, like community boards or town councils 3. Local planning organizations 4. Bicycle and pedestrian advocacy groups 5. Disability service and advocacy organizations 6. Community-based organizations • In addition to looking for “Complete Streets” policies, look for concepts like “Smart Growth,” “Location Efficiency,” “Livability,” “Universal Design,” “Green Codes,” zoning codes, and other existing planning efforts that affect pedestrian and bicycle access to roads. 		
<p>Convene stakeholders</p> <p>Host meetings that bring together people who can voice community needs (e.g., advocates), and bring technical expertise (e.g., planners) and experience with revising local policy (e.g., local government officials).</p>	<p>Potential partners and organizations to whom to reach out:</p> <table style="width: 100%; border: none;"> <tr> <td style="vertical-align: top;"> <ul style="list-style-type: none"> • Bicycle and pedestrian groups • Businesses • Community-based organizations • Departments of Public Works • Developers • Elected officials • Engineering and road design specialists • Law enforcement • Local Departments of Transportation • Local Health Departments, hospitals, and health coalitions </td> <td style="vertical-align: top;"> <ul style="list-style-type: none"> • Schools and parent-teacher organizations • Disability service and advocacy organizations • Municipal and city planners • Parks and recreation departments • Public housing tenants • Runners’ and bicyclists’ clubs • Transportation equity advocacy groups • Tri-State Transportation Campaign • University programs in public health or planning </td> </tr> </table> <p><i>Partners can help you identify and connect with other partners.</i></p>	<ul style="list-style-type: none"> • Bicycle and pedestrian groups • Businesses • Community-based organizations • Departments of Public Works • Developers • Elected officials • Engineering and road design specialists • Law enforcement • Local Departments of Transportation • Local Health Departments, hospitals, and health coalitions 	<ul style="list-style-type: none"> • Schools and parent-teacher organizations • Disability service and advocacy organizations • Municipal and city planners • Parks and recreation departments • Public housing tenants • Runners’ and bicyclists’ clubs • Transportation equity advocacy groups • Tri-State Transportation Campaign • University programs in public health or planning
<ul style="list-style-type: none"> • Bicycle and pedestrian groups • Businesses • Community-based organizations • Departments of Public Works • Developers • Elected officials • Engineering and road design specialists • Law enforcement • Local Departments of Transportation • Local Health Departments, hospitals, and health coalitions 	<ul style="list-style-type: none"> • Schools and parent-teacher organizations • Disability service and advocacy organizations • Municipal and city planners • Parks and recreation departments • Public housing tenants • Runners’ and bicyclists’ clubs • Transportation equity advocacy groups • Tri-State Transportation Campaign • University programs in public health or planning 		

ACTION:

Take these steps to create, implement, or enhance Complete Streets policies in your community:

Recommended Step	Brief Description
<p>Prioritize needs and develop an action plan to address them</p> <p>Depending on your community's needs, you may want to work toward ensuring equitable implementation of existing policies, enhancing existing related policies, or implementing new policies.</p>	<p>Focus on disparities:</p> <ul style="list-style-type: none">• Low-income neighborhoods and communities of color often have higher rates of disease and lack access to safe and convenient bicycle and walking routes. Are existing policies reaching them? How might policies be changed?• Older adults, people with disabilities, and young children are at high risk of accidents on unsafe streets. Do plans incorporate safety considerations?• Older adults and people with disabilities experience greater impact to quality of life (e.g., lack of independence, decreased physical activity, and increased social isolation) when environments lack elements of Complete Streets.• Partner with communities with disparate health outcomes to present their needs and opportunities for improvement to decision-makers.
<p>Monitor implementation of your action steps</p> <p>Identify and work with partners that can contribute to monitoring implementation.</p>	<p>How your partners can help:</p> <ul style="list-style-type: none">• Work with partners that can help you to set targets and milestones for Complete Streets implementation• Identify partners who can help obtain and track data• Set a schedule for reporting milestones to partners and other stakeholders

Achievement

Implementation of Complete Streets policies supports the following Prevention Agenda objective:

Objective 1.1.3

By December 31, 2017, increase the number of municipalities that have passed complete streets policies from 23 (2011) to 46.

Local Health Departments can include the above objective in the Community Health Assessment.

Tracking performance and process measures can be important for reporting progress to stakeholders and for fundraising. Here are measures that you should use to track progress:

Short-Term Performance Measures

- Number or percent of residents that reside in a jurisdiction with Complete Streets policies, plans, and practices
- Percent of roads in a jurisdiction that become subject to Complete Streets policies, plans, and practices
- Number of municipalities where new or enhanced policies, plans, and practices that promote Complete Streets are proposed
- Number of municipalities that adopt and implement policies, plans, and practices that promote Complete Streets

Long-Term Performance Measures

- Percentage of youth and adults who obtain recommended levels of daily physical activity
- Percentage of youth who are overweight or obese
- Percentage of adults who are overweight or obese

RESOURCES:

Ready to get started? These resources can help:

Model Policies

ChangeLab Solutions: Model Laws and Resolutions: Complete Streets

These policies call for increased public participation and accountability.

changelabsolutions.org/publications/laws-resolutions-cs

National Complete Streets Coalition: Elements of a Comprehensive Complete Streets Policy

Ten elements of a comprehensive Complete Streets policy are identified in this resource.

www.smartgrowthamerica.org/complete-streets/changing-policy/policy-elements

Complete Streets in a Box

Southern Westchester Energy Action Consortium and Tri-State Transportation Campaign collaborated to document the process of adopting Complete Street policies and created a toolkit with useful resources.

www.smartgrowthamerica.org/complete-streets/changing-policy/policy-elements

Resources for Assessment

North Country Communities Complete Streets Guide

This toolkit includes assessment guidelines, a checklist, and an evaluation.

www.mihealthtools.org/mihc/documents/NorthCountryCommunitiesCompleteStreetsGuide.pdf

Complete Streets Implementation Reports

Lee County in southwest Florida tracked process measures for Complete Streets policy implementation.

www.lee-county.com/gov/dept/sustainability/completestreets/Pages/ImplementationReports.aspx

Easter Seals Project Action Assessment Tools and Resources

www.projectaction.org/ResourcesPublications/AssessmentToolsandResources.asp

Additional Resources

NYS Department of Transportation – Complete Streets

www.dot.ny.gov/programs/completestreets

National Complete Streets Coalition: Considerations and Planning for Persons with Disabilities

www.smartgrowthamerica.org/complete-streets/complete-streets-fundamentals/factsheets/disabilities

Tri-State Transportation Campaign

www.tstc.org

NYS Association of Metropolitan Planning Organizations

www.nysmpos.org/wordpress

SUNY Albany Public Health Live

www.albany.edu/sph/cphce/phl.shtml

CITATIONS

- i. Centers for Disease Control and Prevention (2007). *Behavioral Risk Factor Surveillance System*. Atlanta, GA: U.S. Department of Health and Human Services.
- ii. Centers for Disease Control and Prevention (2007). *Youth Risk Behavior Surveillance System*. Atlanta, GA: U.S. Department of Health and Human Services.
- iii. Transportation for America (2011). *Dangerous by Design*. Washington, DC.
- iv. Transportation for America (2011). *Dangerous by Design*. Washington, DC.
- v. Robert Wood Johnson Foundation (2009). *Active Living Research: Building Evidence to Prevent Childhood Obesity and Support Active Communities*. Princeton, NJ.
- vi. Frank, L. D., Andresen, M. A., & Schmid, T. L. (2004). Obesity relationships with community design, physical activity, and time spent in cars. *American Journal of Preventive Medicine*, 27(2), 87-96.
- vii. Kligerman, M., Sallis, J. F., Ryan, S., Frank, L. D., & Nader, P. R. (2007). Association of neighborhood design and recreation environment variables with physical activity and body mass index in adolescents. *American Journal of Health Promotion*, 21(4), 274-277.
- viii. U.S. Dept. of Health and Human Services. (2008). *Physical Activity Guidelines Advisory Committee Report, 2008*. Washington, DC.
- ix. New York Academy of Medicine (2013). *DASH-NY Complete Streets Policy Evaluation*. New York, NY.