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January 31, 2012

The Honorable Dwayne Umbarger, Chair
Senate Transportation Committee

Reference: SR 1805 - Concerning Complete Streets.

Good morning Chairman Umbarger and members of the Senate Transportation Committee. My name is Ernest Kutzley and I am the Advocacy Director for AARP Kansas. We represent more than 347,000 members in Kansas. Thank you for this opportunity to express our written comments in support of Complete Streets and Livable Communities concepts.

AARP supports the following key Complete Streets provisions:

(a) Definitions.

(1) "Complete streets" are streets that are safe, comfortable, and convenient for travel by all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.

(2) "Complete streets features" include, but are not limited to, such features as sidewalks, crosswalks, accessible curb ramps, curb extensions, raised medians, refuge islands, roundabouts or mini-circles, traffic signals and accessible pedestrian signals (including audible and vibrotactile indications and pedestrian countdown signals), shared-use paths, bicycle lanes, paved shoulders, street trees, planting strips, signs, street furniture, bicycle parking facilities, public transportation stops and facilities, dedicated transit lanes, and transit priority signalization.

(b) It is the policy of the City, County and State to encourage complete streets, and in furtherance of that policy:

(1) the director of transportation services, hereinafter referred to as "director," shall incorporate complete streets features in the planning, development, construction, maintenance and operation of transportation facilities, including in the

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reconstruction, rehabilitation or resurfacing of any transportation facility under the jurisdiction of the director, and such features shall be incorporated into transportation plans and programs.

(2) Notwithstanding that provision of paragraph (b) (1), complete streets features are not required when the director, in writing, with appropriate documentation, determines that:

(a) use by non-motorized users is prohibited by law;

(b) the cost would be excessively disproportionate to the need or probable future use over the long term; or

(c) there is an absence of current or future need.

(c) The director shall evaluate and update any internal policies, plans and design guidance to ensure consistency with the complete streets principles contained in this ordinance.

(d) The director shall put into place performance standards with measurable benchmarks reflecting the ability of users to travel in safety and comfort along roads under the jurisdiction of the City and County, and shall establish procedures to allow full public participation in policy decisions and transparency in individual determinations concerning the design and use of streets.

AARP Kansas supports Complete Streets and Livable Communities. In the fall of 2011, working with community and neighbor partners, AARP Kansas brought Dan Burden, Executive Director of the Walkable and Livable Communities Institute, to Kansas to complete a walkability survey and an Active Living Workshop in the Schweitzer East Community of Wichita. Burden concluded this neighborhood to be an appropriate location to start the rebuild of Wichita's most important and enduring places.

Therefore, we support efforts to promote Complete Streets and Livable Communities in Kansas and Kansas communities.

Respectfully,
Ernest Kutzley