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Muscatine, IA – Muscatine has been recognized as a national leader in making streets safer and more convenient for everyone who uses them, according to the National Complete Streets Coalition, a program of national non-profit Smart Growth America.

The assessment is based on Muscatine's Complete Streets policy, passed last year, which encourages planners and engineers to design and build streets that are safe and convenient for everyone, regardless of age, ability, income or ethnicity, and no matter how they travel.

The National Complete Streets Coalition reviewed every policy passed in the United States in 2013 and scored each according to 10 elements of an ideal Complete Streets policy. The communities with the highest-scoring policies are:

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| 1. | Littleton, MA | 9. | Piqua, OH |
| 2. | Peru, IN | 10. | Oakland, CA |
| 3. | Fort Lauderdale, FL | 11. | Hayward, CA (tie) |
| 4. | Auburn, ME (tie) | 11. | Livermore, CA (tie) |
| 4. | Lewiston, ME (tie) | 11. | Massachusetts Department of
Transportation (tie) |
| 6. | Baltimore County, MD | 14. | Cedar Falls, IA (tie) |
| 7. | Portsmouth, NH | 14. | Waterloo, IA (tie) |
| 8. | Muscatine, IA | | |

Muscatine's policy ranked 8th nationwide, scoring a total of 83.2 points out of 100. The town of Littleton, MA, is home to 2013's top policy, with a total of 94.4 points.

"The Muscatine City Council's adoption of a *complete street policy* gives direction to how future street projects will be designed in the City of Muscatine. Council agrees that our streets need to be safe, accessible, and convenient for all users regardless of transportation mode, age, or physical ability. The idea of providing adequately for bicyclists, pedestrians, mass transit riders and operators, and motorists by matching the needs of travelers to the uses surrounding a street makes for much safer and efficient

**"I remember Muscatine for its sunsets. I have never seen any
on either side of the ocean that equaled them" — Mark Twain**

travel events. The adoption of a complete streets policy by the City of Muscatine does not represent a major policy change; rather it is formalization and standardization of the way that the City has been designing streets in recent years. The city's approach is an opportunity to create safer, more accessible streets for all users. The goal is simple, 'To Improve both Muscatine's *image* and its *function* by providing a safe and attractive environment for street users of all ages and abilities.' " - *Mayor Dewayne Hopkins*

"When the people of Muscatine were asked to share their vision of ideal Muscatine as part of the process to create a new comprehensive plan, it became clear that one of the most important goals was for members of the community to have the opportunity to travel safely to and from their destination by foot, bike, or other non-motorized means as well as vehicle. Reflective of this community desire, major street reconstruction projects in recent years have been designed in accordance with complete street principles despite the lack of an adopted complete streets policy. Over the course of the past year, the Muscatine community has embraced the Iowa Blue Zones Project. The Blue Zones Project is a community well-being improvement initiative designed to make healthy choices easier through permanent changes to environment, policy, and social networks. Over 20% of Muscatine community members have actively participated in the Blue Zones Project. Complete Streets are absolutely essential towards creating a healthier physical environment, an essential component of the Blue Zones Project. For these reasons, the creation and adoption of a Complete Streets policy for the City of Muscatine was essential. The Complete Streets policy has allowed the City to create a written transportation policy that meets our community's vision and requires an approach to design that will serve all citizens regardless of age, ability or mode of transportation. The adopted Complete Streets policy will be a critical tool in making this happen!" – *City Staff (Gregg Mandsager, City Administrator; Randy Hill, Public Works Director, Steve Boka, Community Development Director, and Andrew Fangman, City Planner)*

"Community leaders and transportation practitioners are working together in small towns and big cities, and across almost every state in the nation to pass policies that will ensure that future transportation investments create Complete Streets," said Roger Millar, Director of the National Complete Streets Coalition.

"A lot of this year's policies direct additional action on Complete Streets. That's a huge part of turning words on paper into better, safer streets," said Stefanie Seskin, Deputy Director of the National Complete Streets Coalition. She said, "Seeing the benefits of that on-the-ground change in other communities is a big part of why so many cities are adopting Complete Streets policies today."

Nationwide, a total of 610 jurisdictions in 48 states have Complete Streets policies in place.

See more information about the winning policies and evaluation criteria at <http://www.smartgrowthamerica.org/complete-streets-2013-analysis>.

The National Complete Streets Coalition, a program of Smart Growth America, seeks to fundamentally transform the look, feel and function of the roads and streets in our community, by changing the way most roads are planned, designed and constructed. Complete Streets policies direct transportation planners and engineers to consistently design with all users in mind.

Smart Growth America is the only national organization dedicated to researching, advocating for and leading coalitions to bring better development to more communities nationwide. From providing more sidewalks to ensuring more homes are built near public transportation or that productive farms remain a part of our communities, smart growth helps make sure people across the nation can live in great neighborhoods.

For additional information, visit <http://www.smartgrowthamerica.org/completestreets>.

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