



Missouri Bicycle Federation, Inc.

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What are Complete Streets

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

Complete Streets is a national movement supported by a broad coalition, including AARP, the disability community, transit operators, bicycle, pedestrian, and running groups, the American Planning Association, and the Institute of Transportation Engineers.

Elements of a Complete Street

Walking:

- Sidewalks
- Crosswalks
- Americans with Disabilities Act (ADA) compliance
- Pedestrian-safe intersections

Transit:

- Safe locations for transit stops as needed
- Safe access for users to access the transit stop on foot or on bicycle

Bicycling:

- Bicycle routes, shared-use lanes, wide lanes, bicycle lanes as appropriate
- Bicycle route markings

Benefits

- Complete streets improve safety
- Complete streets encourage more walking and bicycling and improve community health
- Complete streets can help reduce congestion
- Complete streets help children and the elderly
- Complete Streets are good for air quality
- Complete streets make fiscal sense

HB 2206

HB 2206, sponsored by Representative Mike Sutherland, will bring a Complete Streets Policy to Missouri

For More Information

To learn more, contact Missouri Bicycle Federation Executive Director Brent Hugh, 816-695-6736 or director@mobikefed.org or visit CompleteStreets.org



Missouri should take the opportunity to set its own Complete Streets policy before national and international events overtake us

In 2000, the US Department of Transportation advised states receiving federal funds that “bicycling and walking facilities will be incorporated into all transportation projects unless exceptional circumstances exist.” Almost half of states follow this guidance but MoDOT does not. A "Sense of Congress" in the 2007 Energy Bill recommended Complete Streets policies. Stronger requirements from Washington are almost certain to follow.

Missouri's opportunity is to set its own path on a Complete Streets policy before Washington imposes a policy we may not like.

The Illinois legislature passed a Complete Streets policy in 2007, easily overriding an unexpected veto from Governor Blagojevich--unanimously in the Senate and 109 to 3 in the House.

The lack of walking and bicycling facilities puts Missouri at an economic disadvantage

The call for more walkable, livable, and accessible communities, has seen bicycling and walking emerge as an "indicator species" for the health and well-being of a community. **High quality, high tech, high paying businesses and their employees expect their communities to be bicycle and pedestrian friendly.** The lack of these facilities puts Missouri at a competitive disadvantage.

Complete Streets make fiscal sense

Integrating sidewalks, bike lanes, transit amenities, and safe crossings into the initial design of a project **saves the cost of expensive retrofits later.** Jeff Morales, the Director of Caltrans when the state of California adopted its complete streets policy in 2001, said, "By fully considering the needs of all non-motorized travelers (pedestrians, bicyclists, and persons with disabilities) early in the life of a project, the costs associated with including facilities for these travelers are minimized."

MoDOT's funding crisis is an opportunity

The poor state of Missouri's transportation system creates the opportunity to rebuild to Complete Street standards as the problems are addressed. Missourians are more likely to support funding for transportation projects that will make their cities more livable, walkable, and economically competitive.

New funding for MoDOT should include Complete Streets standards so that this significant economic outlay will benefit all Missourians.

Complete Streets policies are reasonable and flexible

Complete Streets policies provide reasonable exceptions and simple ways to deal with rural areas, areas with little bicycle or pedestrian traffic, roads where bicyclists and pedestrians are not allowed, and other common situations.

Complete Streets are Needed

Fully 1/3 of our population, and more than 10% of adults, does not have a driver's license.

8.4% of Missouri households do not own an automobile. 27% of Missourians bicycle and 100% of Missourians are pedestrians.