Complete Streets

www.mobikefed.org/completestreets

A Complete Street is one that is designed with all users in mind - motorists, pedestrians, bicyclists, transit users, the elderly, and the disabled. Complete Streets promote sustainable transportation, active lifestyles, and safer access to jobs and school. It directly impacts problems like childhood diabetes, obesity, simple justice (freedom of movement for everyone), air quality, water quality, and climate protection.

Examples of Complete Streets features (which vary by local context):

- Shoulders on rural roads
- Sidewalks, crosswalks, and accessible curb cuts
- Bicycle lanes
- Median refuges
- Bus shelters
- Bump outs for sidewalks and bus stops
- Audible pedestrian signals

In Missouri communities:
Columbia, De Soto in eastern Missouri, and Ferguson in the St. Louis metro have adopted municipal Complete Streets policies. Lee’s Summit in the Kansas City metro is working towards a policy.

The goal for Missouri:
Complete Streets policies are needed for the Missouri Department of Transportation and for every level of government that makes decisions about transportation planning and funding: cities, counties, regional planning councils, and metropolitan planning organizations.

At the national level:
Illinois, Kentucky, and Tennessee have already adopted Complete Streets laws and policies.

National Complete Streets Coalition
For more information visit www.completestreets.org

What you can do:

- Sign the petition today or online at mobikefed.org
- Contact your legislators and say “Complete My Street!”
- Join your local and state advocacy organizations

The following organizations support Complete Streets legislation:

- AARP (statement by national office)
- American Institute of Architects (statement from nat'l organization)
- American Planning Association, Missouri Chapter
- BikeSource Bicycle Shop, Kansas City
- SpringBike Bicycle Club
- City of St. Joseph Conservation, Ferguson, Missouri
- EarthRiders Mountain Bike Club, Kansas City
- Farmington Pedestrian & Bicycle Safety Committee
- Great Rivers Greenway
- Joplin Trails Coalition
- Kansas City Bicycle Club
- League of American Bicyclists
- Let's Go KC Alliance for Transportation Choice
- Mark Reynolds Memorial Bicycle Fund
- Midwest Cyclery, Kansas City
- Missouri Bicycle & Pedestrian Federation
- Missouri Coalition for the Environment
- Missouri PTA
- Missouri Public Transit Association
- National Complete Streets Coalition
- Ozark Greenways
- Paraquad, St. Louis
- Parkland Cyclists Bicycle Club
- PedNet Coalition, Columbia
- American Society of Landscape Architects, Prairie Gateway Chapter
- St. Joseph Area Transportation Study Organization
- St. Louis Regional Bicycle Federation
- Scenic Missouri
- Sierra Club, Thomas Hart Benton Group
- Trailnet
- Trek Bicycle Stores - Kansas City & St. Louis
- Truman Lake Bicycle Club
- Urban Kansas City Community of Cycling
- Warsaw Parks and Recreation

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Complete Streets Questions and Answers

Will MoDOT have to build sidewalks and bike lanes on every road?
NO. Complete Streets does not proscribe any specific facility. Every road is different, and MoDOT has the flexibility to decide what is appropriate for each road.

Will there be bike lanes or sidewalks on I-70?
NO. Bicyclists and pedestrians are prohibited on Interstate highways, so Complete Streets don’t apply to I-70, I-44, I-29, etc.

What about rural roads?
A simple shoulder is usually all that is needed on rural roads like the state lettered routes. There is normally no need for sidewalks or bike lanes in rural areas between towns. Shoulders make rural roads safer for everyone, including motorists and farmers.

What will be required?
Every road is different, depending on the location, traffic volume, physical characteristics, right of way, etc.

What roads are affected?
State legislation would only apply to routes owned by MoDOT. Local city and county streets are not affected, however some communities are beginning to choose to establish local Complete Streets policies.

What about small towns?
In many towns and small cities across Missouri, Main Street is actually a MoDOT highway. Sidewalks are especially important to connect residents to businesses, schools, stores, etc. Bicycles can often be accommodated on parallel streets if there is still safe access to destinations on the MoDOT route.

What about big cities?
Just as in small towns, many primary arterial streets are actually MoDOT highways. For example, Manchester Road in St. Louis or Bannister Road in Kansas City. These streets often need sidewalks. The need for bicycle routes is often determined by local bike plans.