

HCR 23 - Complete Streets

This packet contains letters submitted in support of HCR 23 and position papers on the issue of routine accommodation of walking, bicycling, transit users, and young, old, and disabled users from the following organizations, businesses, clubs, and individuals:

- American Planning Association - Missouri Chapter
- Missouri Bicycle and Pedestrian Federation
- Great Rivers Greenway District
- The Whole Person
- Trailnet, St. Louis
- Kansas City Bicycle Club
- Gateway Off-Road Bicyclists
- KCHealthyKids
- Missouri Safe Routes to School Network
- Bicycle Friendly Springfield
- Joseph Torrisi, St Louis
- Blue Springs, Missouri, Community Development
- KA-Motion, Kirksville
- Mark J Reynolds Children's First Bicycle Fund, St Joseph
- Missouri Public Transit Association
- Missouri PTA
- City of St Joseph, Missouri

It also includes statements in support of Complete Streets by these national organizations:

- American Institute of Architects
- AARP
- National Complete Streets Coalition
- YMCA of the USA
- US Conference of Mayors
- Social Impact
- America Bikes
- American Planning Association
- American Public Health Association
- Environmental Defense Fund
- National Association of Realtors
- National Resources Defense Council
- Safe Routes to School National Partnership
- Transportation for America

More about Complete Streets at MoBikeFed.org/CompleteStreets



MISSOURI BICYCLE AND
PEDESTRIAN FEDERATION



American Planning Association
Missouri Chapter
Making Great Communities Happen

17 February 2011

Representative Sally Faith, Chair
Transportation Funding and Public Institutions Committee
201 West Capitol Avenue
Room 313-3
Jefferson City, MO 65101

Dear Representative Faith:

The Missouri Chapter of the American Planning Association would like to extend its support of the concepts proposed in the Complete Streets Resolution, HCR 23. Thank you for sponsoring this Resolution, which encourages the adoption of Complete Streets policies at the local, metropolitan, regional, state, and national levels.

As you know, complete streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists, and bus riders of all ages and abilities are able to safely move along and across a complete street. Complete streets are endorsed in the American Planning Association Policy Guide on Climate Change. Specifically, planners are encouraged to “Develop improved systems for integrating transportation planning at the federal, state, regional and local levels to ensure a consistent approach toward developing transportation systems that reduce vehicle miles traveled by ensuring transportation choice.” Complete streets create livable communities and can have a dramatic positive impact on the transportation budget of Missouri households. House Concurrent Resolution Number 23 recognizes the results Complete Streets can have in Missouri and nationwide.

Thank you for your support and sponsorship of HCR 23. APA Missouri encourages the Transportation Funding and Public Institutions Committee to offer a positive recommendation for this resolution, and for the concept Complete Streets in any future legislation.

All the best,

A handwritten signature in black ink that reads 'Natasha Longpine'. The signature is fluid and cursive, with the first name 'Natasha' and last name 'Longpine' clearly legible.

Natasha L. Longpine
President
Missouri Chapter of the American Planning Association



MISSOURI BICYCLE AND PEDESTRIAN FEDERATION

P.O. Box 104871
Jefferson City,
MO 65110-4871

MoBikeFed.org

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director@mobikefed.org

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MAKING MISSOURI A BETTER PLACE TO WALK AND RIDE A BICYCLE!

Rep. Sally Faith, Chair
Transportation Funding and Public Institutions Committee

RE: HCR 23, Complete Streets Resolution

Representative Faith,

I am writing in support of the Complete Streets Resolution, HCR 23. The Missouri Bicycle and Pedestrian Federation strongly supports Complete Streets. Our vision is for Complete Streets policies in every Missouri community, every MPO, every RPC, at the statewide level, and at the nationwide level.

Complete Streets are designed to create a transportation network that meets the needs of all users of the state's transportation system: pedestrians of all ages and abilities, bicyclists, disabled persons, public transportation vehicles and patrons, and those who travel in trucks, buses, and automobiles.

We strongly support the Complete Streets in Missouri. Missourians bicycle and walk about half the national average, and the main reason is that we lack Complete Streets and other bicycling and walking infrastructure.

Creating more Complete Streets is the most cost-effective way to improve the health and fitness of Missourians while also improving our environment.

Complete Streets are very flexible and will look very different in urban, suburban, and rural locations. For instance, a busy urban arterial Complete Street might include bicycle lanes, sidewalks, and crosswalks. In a rural setting, providing a simple shoulder meets the needs of pedestrians, bicyclists, and drivers.

Including these facilities up front is the low-cost solution--it is always far more expensive to add them later.

Creating communities with complete bicycling and walking networks makes our cities economically competitive in today's global economy. People want to live, and high-quality businesses want to locate, in places with great options for bicycling and walking.

Complete Streets is moving forward in Missouri, with 11 cities and three Metropolitan Planning Organizations adopting Complete Streets policies--9 of this within the past year. Over a million Missourians now live in cities with Complete Streets policies.

To be most effective, Complete Streets policies must be adopted by local, regional, state, and federal transportation agencies and carried out in a systematic manner throughout our communities and our state. This resolution of support will help us develop that cooperation and coordination for Complete Streets in Missouri.

Thank you for your support and sponsorship of HCR 23 and we encourage the committee to give the resolution a favorable recommendation.

Sincerely yours,



For a clean, green, connected St. Louis region

www.grgstl.org

February 15, 2011

Rep. Sally Faith, Chair
Transportation Funding and Public Institutions Committee

RE: HCR 23, Complete Streets Resolution

Representative Faith,

I am writing in support of the Complete Streets Resolution, HCR 23. Complete Streets are designed to create a transportation network that meets the needs of all users of the state's transportation system: pedestrians of all ages and abilities, bicyclists, disabled persons, public transportation vehicles and patrons, and those who travel in trucks, buses, and automobiles.

Great Rivers Greenway was established regionally in November 2000 by the successful passage of the Clean Water, Safe Parks, and Community Trail Initiative ("Proposition C") in the City of St. Louis, St. Louis County and St. Charles County, Missouri. GRG's mission is the development of the River Ring, an interconnected system of greenways, parks and trails that will encircle the three jurisdictions comprising GRG. GRG collaborates with many public, private and non-profit partners to develop On and off road trails that work in tandem with the Complete Streets initiative.

Great Rivers Greenway strongly supports the Complete Streets in Missouri. Missourians bicycle and walk about half the national average, and the main reason is that we lack Complete Streets and other bicycling and walking infrastructure. Creating more Complete Streets is the most cost-effective way to improve the health and fitness of Missourians while also improving our environment.

Complete Streets is moving forward in Missouri, with 11 cities and three Metropolitan Planning Organizations adopting Complete Streets policies--9 of this within the past year. Over a million Missourians now live in cities with Complete Streets policies. To be most effective, Complete Streets policies must be adopted by local, regional, state, and federal transportation agencies and carried out in a systematic manner throughout our communities and our state. This resolution of support will help us develop that cooperation and coordination for Complete Streets in Missouri. Thank you for your support and sponsorship of HCR 23. We encourage the committee to give the resolution a favorable recommendation.

Sincerely yours,

A handwritten signature in dark ink, appearing to read "Susan Trautman", is written over a light-colored background.

Susan Trautman
Executive Director



February 23, 2011

Rep. Sally Faith, Chair
> Transportation Funding and Public Institutions Committee

RE: HCR 23, Complete Streets Resolution

Dear Representative Faith,

I am writing on behalf of The Whole Person, to strongly encourage you to support HCR 23, Complete Streets Resolution. The Whole Person connects people with disabilities with the resources they need to live independently, and more environments featuring complete streets will go far to enhance the quality of life for people with disabilities and all Missourians. Missourians including people with disabilities deserve options for conducting daily activities in environments where healthy lifestyle choices, wheelchair accessibility, walking and bicycling are possible. The health of Missourians will not improve without promotion and implementation of policies such as healthy streets.

The Whole Person is grateful for the opportunity to express itself on this important issue, and we strongly encourage your support on HCR 23, Complete Streets Resolution.

Sincerely,

Sheila Styron, public policy coordinator



Kansas City, MO • 3420 Broadway, Suite 105 • Kansas City, MO 64111
phone 816.561.0304 • fax 816.753.8163 • toll free 800.878.3037
www.thewholeperson.org



Rep. Sally Faith, Chair
Transportation Funding and Public Institutions Committee

RE: HCR 23, Complete Streets Resolution

Representative Faith,

I am writing to express Trailnet's strong support of the Complete Streets Resolution, HCR 23. Trailnet is a St. Louis-based non-profit with a 23-year history of promoting active living. Trailnet was founded in 1988 through a partnership with the Mayor of St. Louis – to this day, we continue that spirit of collaboration, partnering with dozens of municipalities, counties, institutions, and organizations throughout Missouri.

Within the last three years, we have worked closely with elected officials and city staff in the rural community of De Soto, the suburban City of Ferguson, and the City of St. Louis to successfully adopt Complete Streets policies. We also serve on the advisory committees for the statewide Missouri Livable Streets initiative and the Missouri Safe Routes to Schools Network.

We strongly support additional Complete Streets efforts in Missouri. Creating more Complete Streets is a cost-effective way to support independence of seniors, children walking or biking to school, active transportation which has lower wear and tear on infrastructure, increased health and fitness of Missourians, and improved roadway safety for all users, including drivers.

Complete Streets are very flexible and can be adapted to meet the specific needs of urban, suburban, and rural communities. For instance, a busy urban arterial Complete Street might include bicycle lanes, sidewalks, and crosswalks. In a rural setting, providing a simple paved-shoulder meets the needs of pedestrians, bicyclists, and drivers, and reduces long-term roadway maintenance costs caused by crumbling edges on shoulder-less roads. Including these facilities up front will save Missouri money in the long-run.

In addition, creating communities with complete bicycling and walking networks makes our cities economically competitive in today's global economy. People want to live in and high-quality businesses want to locate to places with great multi-modal transportation options.

To be most effective, Complete Streets policies must be adopted by local, regional, state, and federal transportation agencies and carried out in a coordinated manner throughout our communities and our state. This resolution of support will help us develop that cooperation and coordination for Complete Streets in Missouri.

Thank you for your support and sponsorship of HCR 23 and we encourage the committee to give the resolution a favorable recommendation.

Sincerely,

Ann Rivers Mack
Executive Director



February 5, 2011

Rep. Sally Faith, Chair
Transportation Funding and Public Institutions Committee

RE: HCR 23, Complete Streets Resolution

Representative Faith,

I am writing in support of the Complete Streets Resolution, HCR 23. Complete Streets are designed to create a transportation network that meets the needs of all users of the state's transportation system: pedestrians of all ages and abilities, bicyclists, disabled persons, public transportation vehicles and patrons, and those who travel in trucks, buses, and automobiles.

We strongly support the Complete Streets in Missouri. Missourians bicycle and walk about half the national average, and the main reason is that we lack Complete Streets and other bicycling and walking infrastructure.

Creating more Complete Streets is the most cost-effective way to improve the health and fitness of Missourians while also improving our environment.

Complete Streets are very flexible and will look very different in urban, suburban, and rural locations. For instance, a busy urban arterial Complete Street might include bicycle lanes, sidewalks, and crosswalks. In a rural setting, providing a simple shoulder meets the needs of pedestrians, bicyclists, and drivers.

Including these facilities up front is the low-cost solution--it is always far more expensive to add them later.

Creating communities with complete bicycling and walking networks makes our cities economically competitive in today's global economy. People want to live, and high-quality businesses want to locate, in places with great options for bicycling and walking.

Complete Streets is moving forward in Missouri, with 11 cities and three Metropolitan Planning Organizations adopting Complete Streets policies--9 of this within the past year. Over a million Missourians now live in cities with Complete Streets policies.

To be most effective, Complete Streets policies must be adopted by local, regional, state, and federal transportation agencies and carried out in a systematic manner throughout our communities and our state. This resolution of support will help us develop that cooperation and coordination for Complete Streets in Missouri.

Thank you for your support and sponsorship of HCR 23 and we encourage the committee to give the resolution a favorable recommendation.

Sincerely yours,

Mitchell Williams
President, Kansas City Bicycle Club*

*The Kansas City Bicycle Club has over 350 dues paying active members and over 1,000 contacts from attending our events.

To: "Brent Hugh" <brent@brenthugh.com>
Subject: Letter of support

Rep. Sally Faith, Chair
Transportation Funding and Public Institutions Committee

RE: HCR 23, Complete Streets Resolution

Representative Faith,

I am writing in support of the Complete Streets Resolution, HCR 23. As a frequent bicycle commuter myself and the father of 3 small children, this is an issue I hold very dear.

Gateway Off-Road Cyclists would like to express strong support for Complete Streets in Missouri. Missourians bicycle and walk about half the national average, and the main reason is that we lack Complete Streets and other bicycling and walking infrastructure.

Creating more Complete Streets is the most cost-effective way to improve the health and fitness of Missourians while also improving our environment.

Complete Streets are very flexible and will look very different in urban, suburban, and rural locations. For instance, a busy urban arterial Complete Street might include bicycle lanes, sidewalks, and crosswalks. In a rural setting, providing a simple shoulder meets the needs of pedestrians, bicyclists, and drivers. There are clearly a number of ways to facilitate alternative transportation with minimal impact to construction/maintenance budgets.

Including these facilities up front is the low-cost solution--it is always far more expensive to add them later.

Creating communities with complete bicycling and walking networks makes our cities economically competitive in today's global economy. People want to live, and high-quality businesses want to locate, in places with great options for bicycling and walking. The results of this are constantly in the press. Cities and towns that promote and account for alternative transportation are always cited in "most livable" surveys.

Complete Streets is moving forward in Missouri, with 11 cities and three Metropolitan Planning Organizations adopting Complete Streets policies--9 of this within the past year. Over a million Missourians now live in cities with Complete Streets policies.

To be most effective, Complete Streets policies must be adopted by local, regional, state, and federal transportation agencies and carried out in a systematic manner throughout our communities and our state. This resolution of support will help us develop that cooperation and coordination for Complete Streets in Missouri.

Thank you for your support and sponsorship of HCR 23 and we encourage the committee to give the resolution a favorable recommendation.

Sincerely yours,

John Donjoian
Founder - Gateway Off-Road Cyclists



February 16, 2011

Rep. Sally Faith, Chair
Transportation Funding and Public Institutions Committee
Re: Written Testimony in Favor of Complete Streets Resolution, HCR 23

Representative Faith:

KC Healthy Kids strongly supports Complete Streets Resolution, HCR 23. A Complete Streets policy will support a transportation network that is designed for all users, including pedestrians of all ages and abilities, bicyclist, and people with disabilities.

KC Healthy Kids (KCHK) is a public charitable foundation developing and advancing community solutions to reduce childhood obesity. To achieve our mission, we inform, advocate, and mobilize local resources and talents to improve the food and physical environments that foster healthy eating and active living.

In the past four decades, obesity rates among children ages 6 to 11 have increased fourfold and more than 23 million children and teenagers are now overweight or obese. The Centers for Disease Control and Prevention recently released a report that indicated that Missouri is one of nine states in which 30% or more of adults were obese. The obesity patterns for children follow the trends for adults in their states. The CDC's research found that 14% of all teenagers are obese in Missouri. Data from Missouri's Department of Health and Senior Service projected that 39% of children in elementary and secondary school are overweight or obese. This epidemic is associated with rising rates of serious medical conditions in children, including Type 2 diabetes, high blood pressure, heart disease and stroke.

It is not a coincidence that childhood obesity has increased while the physical environment around us has become singularly focused on moving cars. In our focus on moving cars, we have sacrificed what should be natural opportunities for children to move and play throughout the day. Children and teenagers should be able to safely walk to school or a friend's house or bike to the park. A young child should be able to pull his red wagon down a sidewalk in front of his house, but he can't do that if there is no sidewalk. Families should be able to walk together to reach a favorite destination, but to do so, there must be safe places to walk and cross the streets. Changing the design of our transportation system to encourage physical movement is better for moving traffic too. Complete streets have been shown to reduce accidents and traffic jams.

Research has shown a significant correlation between obesity rates for children and adults and the ability of people to walk, ride a bike, or use other modes of "active transportation" (Bassett, 2008). In cities and states where active transportation is more available, like Denver and Oregon, people are healthier and obesity rates are lower.

To be most effective, Complete Streets policies must be adopted at the local, regional, state and federal levels of government. In Missouri, State Highways are often the main roads running through small towns and connecting residents to commercial areas. Presently, many of these roads are designed for automobile travel only. A Missouri Complete Streets policy will demonstrate a commitment to alleviate this problem. In addition, by passing a Missouri Complete Streets policy, the State is taking a leadership role that will influence cities in Missouri and other states to also establish Complete Streets policies. Thank you for your support and sponsorship of HC23. KC Healthy Kids encourages the Transportation Funding and Public Institutions Committee to recommend the Resolution to the Missouri House of Representatives.

Sincerely,

Samara N. Klein, J.D.
Advocacy Director, KC Healthy Kids



Missouri

Safe Routes to School Network Complete Streets Issue Summary

The Missouri Safe Routes to School Network is part of the Safe Routes to School National Partnership, a network of nearly 500 organizations, government agencies, professional groups and schools that are seeking to make it safer and easier for children and families to walk and bicycle to schools.

In the past few decades, the percentage of kids who walk or bike to school has dropped from 50% to 15%. Meanwhile, childhood obesity has tripled and is now a national epidemic.

The SRTS Network exists to address these issues, and in doing so change the habits of an entire generation. We work collaboratively with many health organizations including the Robert Wood Johnson Foundation, Kaiser Permanente, and the Centers for Disease Control and Prevention to increase physical activity, reduce childhood obesity, and advance traffic safety.

Complete Streets is Our Top Issue

The Missouri SRTS Network has an Action Plan of twelve items that Network members have chosen and ranked in importance for helping increase the number of children able to bicycle and walk to school safely.

Complete Streets is as the very top of our list--the highest priority.

And we are making good progress in Missouri. In the past year, eight cities and one metropolitan planning organization have adopted Complete Streets policies. That makes a total of 14 cities and planning organizations in Missouri that have officially adopted Complete Streets policies.

More than a million Missourians currently live in a city with a Complete Streets policy, and over three million Missourians live in the area of a planning organization with a Complete Streets policy.

Bicycling and Walking

Currently, 12 percent of trips in the United States are already made by walking and bicycling, and the use of these modes of transportation in America is on the rise, increasing 25 percent since 2001. Nearly half of the total trips we take are two miles or shorter, meaning there's plenty of opportunity for people to walk and bicycle more. For many Americans, walking and bicycling is a necessity, as one-third of Americans don't own cars, including children, the elderly, people with disabilities, and low-income individuals. In fact, 1/3 of Missouri residents do not drive because they are too young, elderly or have a disability.

These high numbers of walking and bicycling exist in Missouri and across the US despite the fact that nearly 80 percent of federal transportation funding is spent on highways, 20 percent is spent on public transit, and only 1.2 percent is spent on walking and bicycling.

Meanwhile, Missourians want more transportation options. Numerous polls and surveys point to the fact that people want to ride bicycles and walk more often, but they are afraid to do so without safer places to ride and walk.

In a recent poll conducted by Transportation for America, 59 percent of Americans stated that they would choose to reduce road congestion by adding more transportation options to communities, including walking, bicycling and public transportation. The poll results also indicate that a majority of voters would like to spend less time in their cars, but 73 percent said they had no other choice but to drive.

Walking and bicycling are already serious and common modes of transportation in the United States, and Americans want to walk and bicycle more often.

The Problem

Unfortunately, a major factor limiting the number of people who walk or bicycle in America is safety. Missourians have good reasons to be concerned. We don't always design our streets with pedestrians, bicyclists, and transit users in mind.

According to the most recent data from the National Highway Traffic Safety Administration (NHTSA), more than 5,000 pedestrians and bicyclists were killed on U.S. roads in 2008, and more than 120,000 were injured. This is the equivalent of a jumbo jet going down roughly every month, yet it receives nothing like the kind of attention that would surely follow such a disaster.

In fact, on a per-mile basis, walking in unsafe conditions is ten times as dangerous as driving.

In 2007, an estimated 14,000 children ages 14 and under were injured while walking, and nearly 11,000 children were injured while bicycling. Thirty percent of traffic deaths for children ages 0-14 happen when children are walking and bicycling and are struck by a car (approximately 650 deaths per year). This is the third leading cause of death by unintentional injury for children under the age of 15; the first two leading causes of death are also related to motor vehicle use.

Bicycling and pedestrian injuries and deaths disproportionately impact low income populations and people of color. The death rate (ratio of fatalities to total population) is 70 percent higher for black pedestrians and 62 percent higher for Hispanic pedestrians than it is for white pedestrians. The same is true for cyclists with the death rate for black cyclists 30 percent higher and the death rate for Hispanic cyclists 23 percent higher than for white cyclists.

These populations also have lower car ownership rates: while 7 percent of white households do not own a car, 24 percent of black households and 17 percent of Hispanic households do not own a car. When we do not adequately address bicycle and pedestrian safety, we exacerbate inequality in our transportation system.

Pedestrian and bicycle safety issues are not limited to urban and suburban areas. In fact, while 20 percent of the population lives in rural America, 28 percent of pedestrian fatalities occur in rural

areas. Crashes involving pedestrians in rural areas are more likely to result in fatalities or serious injuries due to the prevalence of high-speed roads without safe crossings, sidewalks, shoulders, or street lights.

Fatalities and injuries resulting from a lack of pedestrian and bicycle safety in Missouri affect all of us. Even if someone chooses to drive for all or most of their trips, they eventually have to cross a street or walk down a street, and are exposed to traffic dangers.

The problem of pedestrian and bicycle safety is rooted in how we design facilities -- the design of streets and roads at the state and local level has largely ignored human factors, including considerations for how pedestrians and bicyclists can cross the street and safely travel to destinations like schools, shopping centers, and work places.

Health

There are important linkages between the safety of walking and bicycling and health. When we discuss safety, we are talking about preventing injuries, loss of lives, and financial costs due to traffic collisions. But, we'd be remiss if we didn't recognize that transportation policies have other direct impacts on health.

According to 2008 CDC data, 28.9% of Missourians are obese, and they estimate we as a state spend \$2.9 billion per year on obesity related costs. According to the Kaiser Family Foundation, 64.6% of adults in Missouri are overweight or obese, and 31% of children in our state are obese.

Traffic pollution causes asthma and can cause lung development problems in children.

Safety concerns are also a significant barrier to increasing rates of walking and bicycling, meaning that Americans are missing an important opportunity to be more physically active. Sedentary lifestyles contribute to an estimated 255,000 preventable deaths per year, and obesity has accounted for one-third of health care cost increases in recent years.

Obesity-related diseases account for nearly 10 percent of all U.S. medical spending—an estimated \$147 billion a year.

Solutions

There is great opportunity to increase walking and bicycling in Missouri. Forty percent of U.S. trips are two miles or less in length and the average bike trip is a little over two miles. And by taking advantage of road projects to fix it for all, we can build complete streets and improve safety for all.

We're seeing exciting safety trends in U.S. cities that have invested in safety for pedestrians and bicyclists by adhering to complete streets planning principles. For example, in Portland, Oregon, traffic fatalities per 100,000 miles traveled are declining six times faster than the rest of the U.S., and their data shows that conditions that improve multi-modal transportation also improve safety for everyone, including drivers. Key tactics include speed reduction, better compliance with traffic rules, and better organization of modes.

In Minneapolis, Minnesota, a fellow cold climate state, the city has increased bikeway miles by 50 percent, which contributed to a 50 percent increase in bicycle commuters. Even though there are more bicyclists on streets, the number of bicycle crashes has declined by 20 percent. These

For more information or to join the network visit mosaferoutes.org or call 816.695.6736

changes are also improving traffic safety for drivers, as all traffic crashes within the city are in decline.

Complete Streets policies contribute to improving safety through implementation of comprehensive traffic safety improvements. Complete streets are designed, built, and operated for the safety of everyone using them, including people of all ages and abilities, whether walking, bicycling, taking the bus or driving.

Complete Streets, and pedestrian and bicycle improvements rely on the wealth of studies that clearly document how low-cost investments in pedestrian and bicycle safety can have dramatic impacts on saving lives and reducing the severity and frequency of crashes, and reducing our health care costs, and making our communities more attractive places to live, work, and play. Over the years, we have learned what works for improving pedestrian and bicycle safety in America. Now it is time to utilize that knowledge to save lives and reduce injuries.

Major Funders: Funding for the Missouri Safe Routes to School Network was provided in part by The Robert Wood Johnson Foundation. Funding for this project was provided in part by The Missouri Foundation for Health. The Missouri Foundation for Health is a philanthropic organization whose vision is to improve the health of the people in the communities it serves. Funding for this project was provided in part by the Incarnate Word Foundation. Funding for this project was provided in part by the U.S. Department of Health and Human Services' Region VII Office of Minority Health.

For more information or to join the network visit mosaferoutes.org or call 816.695.6736

Bicycle Friendly Springfield

02/16/2011

Rep. Sally Faith, Chair
Transportation Funding and Public Institutions Committee

RE: HCR 23, Complete Streets Resolution

Representative Faith,

I am writing in support of the Complete Streets Resolution, HCR 23. My name is Christopher McNeese and I am the Director of a bicycle advocacy group in Springfield, MO called Bicycle Friendly Springfield. We currently have 2700 members who all support the addition of Complete Streets legislation.

Complete Streets are designed to create a transportation infrastructure that meets the needs of all users: pedestrians of all ages and abilities, bicyclists, disabled persons, public transportation vehicles and patrons, and those who travel in trucks, buses, and automobiles.

In Springfield thousands of people want a bicycle friendly infrastructure. Gas prices are going up. The obesity rate is rising as are healthcare costs. People want transportation solutions that are not harmful to the environment and Complete Streets legislation can aid all of these great causes quite efficiently.

Thank you for your support and sponsorship of HCR 23 and we encourage the committee to give the resolution a favorable recommendation.

Sincerely yours,

Christopher McNeese

Director of Bicycle Friendly Springfield

To: "director@mobikefed.org" <director@mobikefed.org>
Subject: Complete Streets

Just a short note to say that I am in favor of the Complete Streets Resolution HCR 23. I reside in the city of St Louis, and this important resolution will make streets safer for all users. Please support HCR 23.

Thank you,
Joe Torrisi
St Louis



Blue Springs, Missouri

Community Development

February 16, 2011

Rep. Sally Faith, Chair
Transportation Funding and Public Institutions Committee

RE: HCR 23, Complete Streets Resolution

Representative Faith,

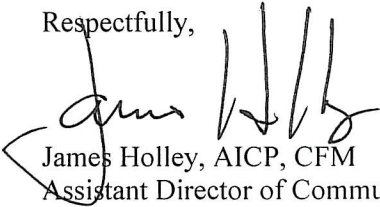
I am writing in support of the Complete Streets Resolution, HCR 23. Complete Streets are designed to create a transportation network that meets the needs of all users of the state's transportation system: pedestrians of all ages and abilities, bicyclists, disabled persons, public transportation vehicles and patrons, and those who travel in trucks, buses, and automobiles.

We strongly support the Complete Streets in Missouri for the following reasons:

- Missourians bicycle and walk about half the national average, and the main reason is that we lack Complete Streets and other bicycling and walking infrastructure.
- Creating more Complete Streets is the most cost-effective way to improve the health and fitness of Missourians while also improving our environment.
- Complete Streets are very flexible and will look very different in urban, suburban, and rural locations.
- Including multi-modal facilities up front is the low-cost solution--it is always far more expensive to add them later.
- Creating communities with complete bicycling and walking networks makes our cities economically competitive in today's global economy.
- Complete Streets is moving forward in Missouri, with 11 cities and three Metropolitan Planning Organizations adopting Complete Streets policies--9 of this within the past year. Over a million Missourians now live in cities with Complete Streets policies.
- To be most effective, Complete Streets policies must be adopted by local, regional, state, and federal transportation agencies and carried out in a systematic manner throughout our communities and our state. This resolution of support will help us develop that cooperation and coordination for Complete Streets in Missouri.

Thank you for your support and sponsorship of HCR 23 and we encourage the committee to give the resolution a favorable recommendation.

Respectfully,

A handwritten signature in black ink, appearing to read 'James Holley', with a large, stylized initial 'J' and 'H'.

James Holley, AICP, CFM
Assistant Director of Community Development
City of Blue Springs, Missouri
903 West Main Street
Blue Springs, MO 64015
816-228-0124
jholley@bluespringsgov.com
www.bluespringsgov.com

Subject: Re: Letter of support for Complete Streets?

To: Brent Hugh <brent@brenthugh.com>

Representative Faith,

Kirkville Area Motion (KA-Motion) supports HCR 23, Complete Streets. KA-Motion promotes walking and bicycling in the area through education, advocacy and infrastructure. Rural communities like Kirkville need Complete Streets just as much as urban communities. Rural Missourians have been hit hard by the obesity epidemic. I have talked to so many active runners & cyclists here who are afraid to bike and run on certain roads. There are not a lot of roads to choose from.

You might assume that rural roads are relatively safe, with light traffic. But most rural towns have a busy highway cutting right through them, a highway that rarely has sidewalks or bike lanes. And a road with light traffic can be very dangerous because it only takes one teenager in a truck driving too fast. Narrow highways without shoulders, which describes most of the highways around here, compound the problem. Otherwise these relatively lightly traveled roads would be perfect for a long Sunday bike ride!

Thank you for supporting HCR 23! We hope to hear a favorable recommendation from the committee.

Rachel Ruhlen, KA-Motion founder



Mark J. Reynolds

Children's First Bicycle Fund



Helping Kids One
Bike at a Time



3502 Woodland Pointe Drive St Joseph, MO 64506 (816) 233-0163 Office

February 15, 2010

Rep. Sally Faith, Chair
Transportation Funding and Public Institutions Committee
Missouri House of Representatives
Re: HCR 23, Complete Streets Resolution

Representative Faith,

I am writing in support of the Complete Streets Resolution, HCR 23. Complete Streets are designed to create a transportation network that meets the needs of all users of the state's transportation system: pedestrians of all ages and abilities, bicyclists, disabled persons, public transportation vehicles and patrons, and those who travel in trucks, buses and automobiles.

The mission of the Mark J Reynolds Children's First Bicycle Fund is to provide a healthy lifestyle to underprivileged children, along with recreation and self-confidence, by providing underserved children with bicycles and supporting safety in biking.

For that reason, we strongly support the Complete Streets in Missouri. Our children need good, safe places to walk and bicycle and need to have a complete, connected network of roads and trails in their neighborhoods.

Thank you for your support and sponsorship of HCR 23 and we encourage the committee to give the resolution a favorable recommendation.

Sincerely Yours,

Dona Reynolds



606 Dix Road • Jefferson City • MO 65109

February 16, 2011

Rep. Sally Faith, Chair
Transportation Funding and Public Institutions Committee
Missouri House of Representatives
State Capitol Building
Jefferson City, MO 65101

RE: HCR 23, Complete Streets Resolution

Representative Faith:

I am writing to communicate the Missouri Public Transit Association's (MPTA) support of the Complete Streets Resolution, HCR 23. Complete Streets are designed to create a transportation network that meets the needs of all users of the state's transportation system: pedestrians of all ages and abilities, bicyclists, disabled persons, public transportation vehicles and patrons, and those who travel in trucks, buses, and automobiles. As an industry, public transit users bike, walk to, or walk from buses, both in urban and rural settings, and need to be able to do so safely.

We strongly support the Complete Streets in Missouri. Missourians bicycle and walk about half the national average, and the main reason is that we lack Complete Streets and other bicycling and walking infrastructure. Creating more Complete Streets is the most cost-effective way to improve the health and fitness of Missourians while also improving our environment.

Complete Streets is moving forward in Missouri, with 11 cities and three Metropolitan Planning Organizations adopting Complete Streets policies – nine within the past year. Over a million Missourians now live in cities with Complete Streets policies. To be most effective, Complete Streets policies must be adopted by local, regional, state, and federal transportation agencies and carried out in a systematic manner throughout our communities and our state. This resolution of support will help us develop that cooperation and coordination for Complete Streets in Missouri.

Thank you for your support and sponsorship of HCR 23. MPTA encourages the committee to give the resolution a favorable recommendation.

Respectfully,

A handwritten signature in black ink, reading "Doris Boeckman".

Doris Boeckman
Executive Director

c- Mark Huffer, MPTA President
Mike Winter, MPTA State Affairs

Subject: HB 642
To: bob.dixon@house.mo.gov, charlie.denison@house.mo.gov
Cc: brent@brenthugh.com, director@mobikefed.org,
Kathy Nevans <kjnevens@aol.com>

The Missouri Congress of Parents and Teachers (Missouri PTA) supports HB 642, which will require MoDOT to give full consideration to bicycling and walking and that would help assure the well being of all segments of the population including children and youth, when considering new road projects.

Our members, approx. 80,000 in Missouri, strongly support making our cities safer for walking and bicycling and for increased safety considerations around school buildings and this bill is an important step in the right direction.

Sincerely,
Donna Petiford
VP-Missouri PTA
Department of Legislation and Advocacy

City of St. Joseph

1100 Frederick Avenue, St. Joseph, Missouri 64501

February 16, 2011

Rep. Sally Faith, Chair
Transportation Funding and Public Institutions Committee

RE: HCR 23, Complete Streets Resolution

Representative Faith,

I am writing in support of the Complete Streets Resolution, HCR 23. Complete Streets are designed to create a transportation network that meets the needs of all users of the state's transportation system: pedestrians of all ages and abilities, bicyclists, disabled persons, public transportation vehicles and patrons, and those who travel in trucks, buses, and automobiles.

We strongly support the Complete Streets in Missouri. Missourians bicycle and walk about half the national average, and the main reason is that we lack Complete Streets and other bicycling and walking infrastructure.

Creating more Complete Streets is the most cost-effective way to improve the health and fitness of Missourians while also improving our environment.

Complete Streets are very flexible and will look very different in urban, suburban, and rural locations. For instance, a busy urban arterial Complete Street might include bicycle lanes, sidewalks, and crosswalks. In a rural setting, providing a simple shoulder meets the needs of pedestrians, bicyclists, and drivers.

Including these facilities up front is the low-cost solution--it is always far more expensive to add them later.

Creating communities with complete bicycling and walking networks makes our cities economically competitive in today's global economy. People want to live, and high-quality businesses want to locate, in places with great options for bicycling and walking.

Complete Streets is moving forward in Missouri, with 11 cities and three Metropolitan Planning Organizations adopting Complete Streets policies--9 of this within the past year. Over a million Missourians now live in cities with Complete Streets policies.

To be most effective, Complete Streets policies must be adopted by local, regional, state, and federal transportation agencies and carried out in a systematic manner throughout our communities and our state. This resolution of support will help us develop that cooperation and coordination for Complete Streets in Missouri.

Thank you for your support and sponsorship of HCR 23 and we encourage the committee to give the resolution a favorable recommendation.

Sincerely,

A handwritten signature in cursive script, reading "Kelsy Marr". The signature is written in dark ink and is positioned above the printed name and title.

Kelsy Marr
Transportation Planner

American Institute of Architects

from *Rebuild and Renew America: The AIA's Plan for Restoring our Economy and Greening Our Communities*¹

Well-planned transportation projects can greatly enhance the economic development, sustainability, safety, and livability of communities. In 2008, the AIA and the University of Minnesota released a study that measures how planning and design play a major role in infrastructure projects.² This study found that well-designed infrastructure projects can bring multiple enhancements to communities in terms of economic development, job creation, and increased productivity. . . .

The AIA believes that funding should focus on those types of projects which have the greatest impact on sustainability, economic development and safety, such as transit-oriented development (TOD) projects, which create compact, walkable communities that mix housing, retail, office space and other amenities centered around high quality train systems; and **“Complete Streets” projects that are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and bus riders.**

¹ www.aia.org/aiaucmp/groups/aia/documents/pdf/aia078487.pdf

² www.movingcommunitiesforward.org

AARP Poll: Fighting Gas Prices, Nearly A Third of Americans Age 50+ Hang Up Their Keys To Walk But Find Streets Inhospitable, Public Transportation Inaccessible

Source: AARP Press Center | August 13, 2008

Contact: Nancy Thompson, AARP, 202-434-2560, nthompson@aarp.org

A new poll by AARP finds that while many Americans ages 50+ are trying to move away from car transportation as a result of high gas prices, their attempt to go “green” is challenged by inadequate sidewalks and bike lanes, as well as insufficient public transportation options. **“More Americans age 50+ are trying to leave their cars behind but face obstacles as soon as they walk out the door, climb on their bikes or head for the bus,” said Elinor Ginzler, AARP Senior Vice President for Livable Communities.**

Almost one of every three people (29%) polled say they are now walking as a way to avoid high gas prices. But as those people set out to walk, almost 40% of the 50+ population say they do not have adequate sidewalks in their neighborhoods. Additionally, 44% say they do not have nearby public transportation that is accessible. Almost half (47%) of poll responders say they cannot cross the main roads safely – 4 in 10 pedestrian fatalities are over the age of 50.

www.aarp.org/gascosts *

There’s good news and bad news for Americans age 50+ looking to change their travel habits. In many states, the pedestrian fatality rate of those over age 65 is far above the national average. The worst states for pedestrian fatalities over age 65 are (in order) Hawaii, Alaska, New York, California, New Mexico, Delaware, New Jersey, Florida, Washington, DC and Arizona according to AARP’s analysis of government pedestrian fatality data. Many states, cities and towns are looking for ways to solve this problem by adopting “complete streets” policies. The Columbus, Ohio city council just passed a complete streets resolution on July 29th and both Decatur, Georgia and Seattle Washington adopted complete streets policies this spring.

“Complete streets enable pedestrians, bicyclists and public transit riders to share the road safely with automobiles,” said Elinor Ginzler, AARP’s Senior Vice President for Livable Communities. “More cities and states are adopting policies requiring their transportation agencies to ensure that roads are routinely designed or redesigned for all modes of travel. And instituting these new standards makes it safer for residents of all ages,” she stated.

“Some cities like Sacramento, California and Kirkland, Washington are ahead of the curve,” said Ginzler. “They have extra-wide sidewalks, flowered medians and flashing lights embedded in crosswalks at busy intersections. Bike lanes and bus stops line even some of the town’s busiest streets. These amenities allow residents to be safer pedestrians and commuters and even help the flow of vehicle traffic.”

At the national level, Senator Tom Harkin (D-IA), led efforts in the U.S. Senate to develop safer, comprehensively designed streets. Harkin introduced the bipartisan Complete Streets Act of 2008 (S. 2686) this spring. Senate cosponsors include Senators Thomas Carper (D-DE) and Norm Coleman (R-MN). Representative Doris Matsui (D-CA) took a significant step for safer

AARP Poll: Nearly A Third of Americans Age 50+ Hang Up Their Keys To Walk But Find Streets Inhospitable, Public Transportation Inaccessible

streets in May by introducing the Safe and Complete Streets Act of 2008 (H.R. 5951) in the U.S. House of Representatives. Representative Christopher Shays (R-CT) cosponsors the bipartisan bill. The bills would ensure that roads built and improved with federal funds safely serve everyone using the roadway -- including pedestrians, people on bicycles or those catching the bus, as well as those with disabilities. This is the first time that comprehensive complete streets bills have been introduced in the House and Senate. **AARP is a member of the Complete Streets Coalition supporting these bills.** For more information on gas prices and complete streets, go to <http://www.completestreets.org/documents/cs-gasprices-print.pdf>

*The telephone survey of a nationally representative sample of 1,006 Americans age 50 and older was conducted for AARP between July 9 and July 15, 2008 by International Communications Research, Inc. The sampling error is +/- 3.09 percent.

AARP is a nonprofit, nonpartisan membership organization that helps people 50+ have independence, choice and control in ways that are beneficial and affordable to them and society as a whole. AARP does not endorse candidates for public office or make contributions to either political campaigns or candidates. We produce AARP The Magazine, the definitive voice for 50+ Americans and the world's largest-circulation magazine with over 33 million readers; AARP Bulletin, the go-to news source for AARP's 39 million members and Americans 50+; AARP Segunda Juventud, the only bilingual U.S. publication dedicated exclusively to the 50+ Hispanic community; and our website, AARP.org. AARP Foundation is an affiliated charity that provides security, protection, and empowerment to older persons in need with support from thousands of volunteers, donors, and sponsors. We have staffed offices in all 50 states, the District of Columbia, Puerto Rico, and the U.S. Virgin Islands.



NATIONAL
COMPLETE STREETS
COALITION

let's complete america's streets

The streets of our cities and towns are an important part of the livability of our communities. They ought to be for everyone, whether young or old, motorist or bicyclist, walker or wheelchair user, bus rider or shopkeeper. But too many of our streets are designed only for speeding cars, or worse, creeping traffic jams.

Now, in communities across the country, a movement is growing to complete the streets. States, cities and towns are asking their planners and engineers to build road networks that are safer, more livable, and welcoming to everyone.

Instituting a complete streets policy ensures that transportation planners and engineers consistently design and operate the entire roadway with all users in mind - including bicyclists, public transportation vehicles and riders, and pedestrians of all ages and abilities.

<http://www.completestreets.org/>



What leaders are saying about Complete Streets:

“Complete streets not only make our communities safer, they also make them healthier by encouraging walking and bicycling. At a time when far too many Americans-especially our children-are overweight and inactive providing the opportunity for increased physical activity can help prevent chronic diseases such as diabetes, heart disease and cancer. It makes sense to provide people with as many options as possible for incorporating physical activity into their daily lives.”

–Neil Nicoll, President and CEO, YMCA of the USA

“Rates of childhood obesity have tripled in recent years, and mayors clearly understand that this is due in large part to the lack of a pedestrian infrastructure. In opening streets to multiple modes of transportation, we are enabling a more active lifestyle by providing the option to get out of cars. America’s mayors strongly endorse transportation policies that integrate transportation, energy, environmental and public health.”

–Mayor Manuel A. (Manny) Diaz, President, US Conference of Mayors, Miami

“As Americans age, it will be critical to have mobility alternatives in order for older Americans to get where they need to go and stay engaged in their communities. Absent better transportation and pedestrian safety infrastructure policies and investments, we run the risk of having a whole generation of older adults 'stranded in the suburbs.' Complete Streets policies are essential to creating communities where all Americans can live while maintaining an active and independent lifestyle.”

–Nancy LeMond, AARP Executive Vice President, Social Impact

“A majority of trips in urban areas are distances short enough to walk and bicycle. A federal Complete Streets law will ensure that our federal transportation investments provide for these low-cost, low-emission modes.”

–Caron Whitaker, Executive Director, America Bikes

“This legislation will support good planning that makes our transportation system safe and accessible for all users. The planning and construction of complete streets will not only provide citizens with more and better transportation choices that are safe and convenient but also lead to communities that are more vibrant, competitive and sustainable.”

–Paul Farmer, American Planning Association Executive Director and CEO

“We know that Complete Streets help people get daily physical activity and lead to cleaner, safer air -- essential ingredients for health. This bill will ensure that federal transportation investments help fight obesity, reduce asthma rates and mitigate the negative health effects of climate change.”

–Georges C. Benjamin, MD, FACP, FACEP (E), executive director, American Public Health Association

“Senator Harkin and Congresswoman Matsui understand that unless we change how we build our roads, we will face an endless cycle of rising transportation costs, increased congestion, and more pedestrian and cycling accidents. In today's economy, every community wants more safe transportation options that are less expensive and our state transportation departments must adjust accordingly.”

–Michael Replogle, Transportation Director, Environmental Defense Fund

“The National Association of Realtors is pleased to support the Complete Streets Act of 2009. We believe that this legislation, once enacted, will help to improve communities by assuring that all citizens have access to whatever means of transportation best meets their needs.”

–Charles McMillan, President, National Association of Realtors®

“Throughout millennia of history, streets have belonged to everyone - it is only in recent decades that we have made them unsafe and inconvenient for anyone not in a car, and frequently inconvenient even for those who are. This bill would begin to bring some balance back to this critical part of our communities and help streets function for people again.”

–Kaid Benfield, Smart Growth Director, National Resources Defense Council

“The existing Safe Routes to School program is only a fraction of what is needed to build sidewalks, pathways, crosswalks, and other safety improvements around schools, so Complete Streets policies are critical to creating a safe and healthful environment for children.”

–Deborah Hubsmith, Director, Safe Routes to School National Partnership

“The Complete Streets Act of 2009 is an important down payment on a renewed vision for transportation that will help communities make their streets safe and inviting for everyone who uses them, whether walking, biking, catching the bus or driving. With more than 80 jurisdictions across the country already moving to adopt such policies, federal investment will help thousands more take the this important step toward creating a transportation network for the 21st century.”

–James Corless, Campaign Director, Transportation For America