

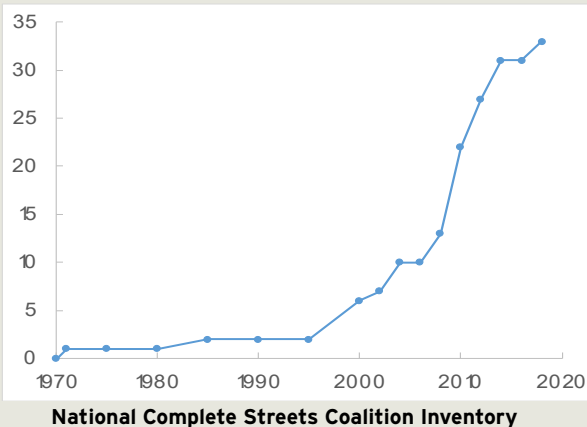


# BICYCLE FRIENDLY STATE

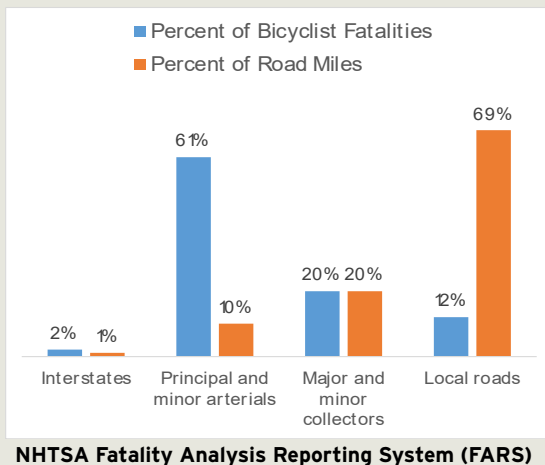
## ACTION: COMPLETE STREETS

**COMPLETE STREETS ARE STREETS FOR EVERYONE - STREETS THAT PLAN FOR PEOPLE OF ALL AGES AND ABILITIES AND ALL MODES OF TRANSPORTATION**

### STATES WITH COMPLETE STREETS ACTIONS OVER TIME



### BICYCLIST FATALITIES BY ROAD TYPE



### THE PROBLEM

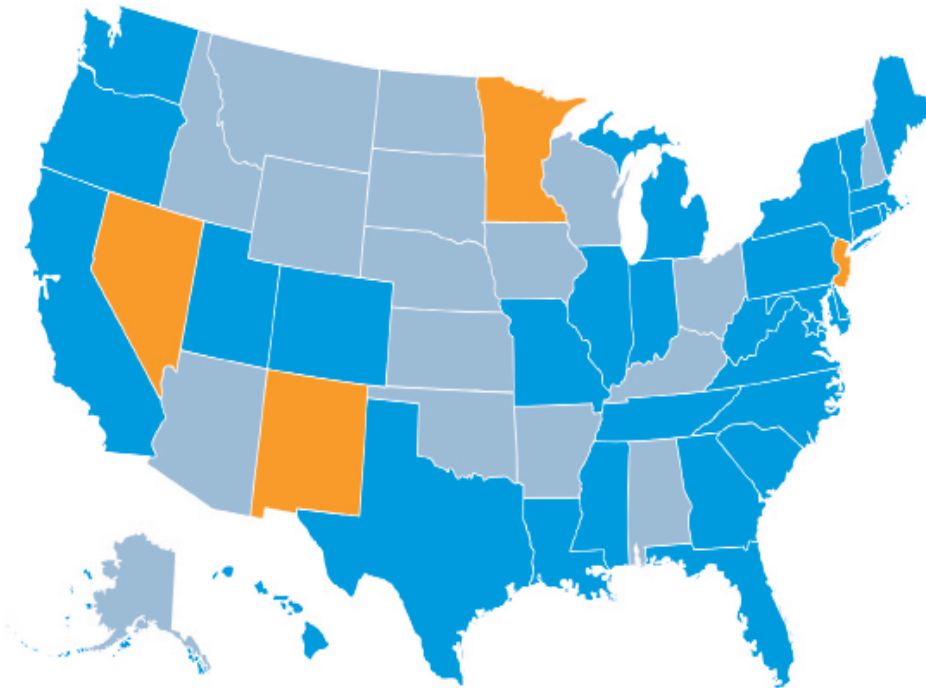
Until relatively recently, federal and state governments have been primarily concerned with building transportation networks that facilitate long distance travel between and among states. This has meant that the effects of building roadways for high-speed long distance travel on other road users has not been a priority. Often this has created arterial roadways owned by the state Department of Transportation that divide communities and see a disproportionate number of bicyclist and pedestrian fatalities.

Decades of planning, designing, and building for one mode of travel - motor vehicles - has created an institutional system that often fails to consider the experience and safety of other modes of travel. The result can be seen in low rates of biking and walking, high rates of bicyclist and pedestrian fatalities, and transportation systems that do not provide meaningful options to people who cannot afford or do not want a car.

### THE SOLUTION

The Oregon legislature started the movement for Complete Streets with its 1971 "bike bill" most states have only recently taken action, with nearly 2/3rd of states taking their first action within the last decade. Complete Streets are a meaningful solution to the issues that years of planning, designing, and building only for motorized traffic creates for everyone. Not all Complete Streets laws and policies are the same, but they generally ensure that the entire right of way is planned, designed, maintained, and operated to provide safe access for all users.

Complete Streets are not a panacea that addresses all issues in urban development. In most states, a complete streets law or policy is limited to the actions of the state Department of Transportation and does not address issues such as community planning, land use, or environmental concerns.



17 STATES lack a Complete Streets policy that meets our Bicycle Friendly Action criteria

## QUICK FACTS

[Learn more](#)

[Learn more](#)

Learn more

[Learn more](#)

# IMPLEMENTING COMPLETE STREETS



	What the action does	How to take the action
<b>Legislation</b>	<p>Legislation usually directs a state DOT to implement complete streets in state projects, but it may also create a policy that applies to all projects within the state.</p> <p>In some states, legislation has created a pool of money that is only accessible to localities that adopt and seek to implement a complete streets policy.</p>	<ul style="list-style-type: none"> <li>» Introduce a bill into one or more legislative chambers</li> <li>» Advance the bill through committee</li> <li>» Pass the bill in both chambers</li> <li>» Have Governor sign the bill</li> </ul>
<b>Policy</b>	<p>Adopted by a state agency or agencies, a complete streets policy can be an effective way to change agency culture so that all users of a road are considered in projects that involve that state agency.</p> <p>A complete streets policy should prompt updates to design, planning, and building standards and processes. It may or may not include formal documentation of how the policy is implemented.</p>	<ul style="list-style-type: none"> <li>» An advocate will need to find a decision-maker in the DOT that has the power to influence a department-wide policy</li> <li>» The DOT may form a taskforce, working group, or other cross-department group to solicit input on a prospective policy</li> <li>» The DOT secretary or similar top administrator should support the policy and sign it</li> </ul>
<b>Resolution</b>	<p>This is usually the least prescriptive action that a state can take, providing a clear public signal that complete streets are supported and that actions can be taken to pursue complete streets, but not necessarily requiring any actions by the state DOT or localities.</p>	<ul style="list-style-type: none"> <li>» A resolution may be accomplished by legislation or by a Governor</li> <li>» A resolution by a legislature will follow the same process as legislation</li> <li>» A resolution by a Governor may not follow a formal process</li> </ul>

The National Complete Streets Coalition keeps an updated guide to “The Elements of a Complete Streets Policy.”

The most current version is available here:

<https://smartgrowthamerica.org/resources/elements-complete-streets-policy/>



# STAKEHOLDER EXAMPLES



## BICYCLING COMMUTERS

*Lack of a safe place to bike is a common response given by people [when asked](#) if they would bike to work. Complete Streets encompass all users and make commuting by bike a safe choice for those who would choose to.*

## PEOPLE WITH DISABILITIES

*Streets that are designed mainly for speeding cars make crossing the road a dangerous proposition for anyone with a disability. In addition, the [National Council on Disability](#) reports that 34% of people with disabilities lack access to adequate transportation.*

## PARENTS IN RURAL COMMUNITIES

*Residents of small towns are more likely to be hurt or killed on the current transportation system than those in urban areas. In 2016, [NHTSA data](#) showed that bicyclists killed in rural areas were 50% more likely to be 18 or under than bicyclists killed in urban areas.*

## OLDER ADULTS

*Roads with little or no accommodation for bicyclists or pedestrians risk forcing older adults to stay home and be isolated from their community. According to an [AARP survey](#), 47% of Americans over 50 said they could not cross main roads near their home safely.*



# IMPLEMENTING COMPLETE STREETS

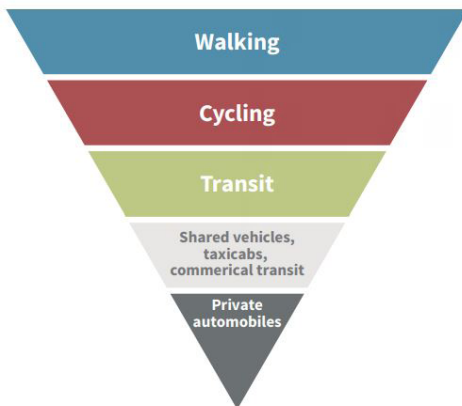


Road Before



Road After

This is a “classic road diet” on Edgewater Drive in Orlando, Florida featured in the [FHWA Road Diet Information Guide](#).



Portland, Oregon’s [2015 Climate Plan](#) supports Complete Streets with its “transportation hierarchy for people movement” that places pedestrians, bicycles, and public transit above single occupancy vehicles.

## 4. THE NATIONAL COMPLETE STREETS COALITION (NCSC) SUGGESTS THAT THERE ARE 5 STEPS TO MAKING IMPLEMENTATION SUCCESSFUL

### 1. Make a plan for implementation.

- » A conscious process identifies all of the components of the current transportation system. States can better understand the possibilities by understanding the current processes. Establish a person or group to guide implementation across agencies and plan clear steps for the future.

### 2. Make the required changes to procedure and process.

- » Agencies may often find that current plans, codes, manuals, and engineering guides may not include facilities for safe biking. They must be added. This can be done systematically or through pilot projects that identify issues as the project advances.

### 3. Educate and train staff about the new policies.

- » The people involved in planning and design must be educated on the new policies and the procedures undertaken by agencies. Communication with the public about what they need from their streets and the changes coming to their roads is also important.

### 4. Review, revise, or rewrite design guidance literature.

- » A design manual that is not flexible of multi-modal options can be the biggest barrier moving forward. A flexible manual gives planners the opportunity design streets that balance the needs of all potential users.

### 5. Calculate the new measures of importance.

- » It will be necessary to identify the different performance metrics that will identify if agencies are on the right track with new projects. Tracking performance data for all modes of transportation available in the community can be a selling point in attaining future funding for projects.

# RECENT CAMPAIGN

## FLORIDA BICYCLE ASSOCIATION



**Florida was an early adopter of Complete Streets.** In 1984, the Florida legislature passed a bill that became Florida statute 335.065. According to the National Complete Street Coalition (NCSC)'s inventory of Complete Streets policies, this was the second state Complete Streets law after Oregon's "Bicycle Bill" in 1971.

In 2006, the Boca Raton Bicycle Club, a member bicycle club of the League of American Bicyclists, became involved in a lawsuit related to Florida's complete streets law. That lawsuit arose out of an informal hearing where the Florida Department of Transportation (FDOT) argued that they had "almost absolute discretion in dispensing with bicycle lanes on state road projects." While the lawsuit was ultimately unsuccessful on procedural grounds, the [final order](#) issued in 2008 stated that "the Department is obligated to consider bicycle and pedestrian ways in the planning process and to establish bicycle and pedestrian ways in conjunction with the construction, reconstruction, or other change of any state transportation facilities."

In 2014, FDOT adopted its own Complete Streets policy to help implement its obligations under Florida's Complete Streets law. After adopting the policy, FDOT worked with the NCSC and the Florida Bicycle and Pedestrian Partnership Council to create implementation strategies. The [Florida Bicycle Association](#) has been a long-time member of the Florida Bicycle and Pedestrian Partnership Council and in 2015 FBA launched a [Complete Streets Savvy](#) campaign to promote complete streets and sharing the road. The result of FDOT's stakeholder engagement was Florida's [Complete Streets Implementation Plan](#) M2D2: Multimodal Development and Delivery.

Unlike in many states, FDOT's Plan included critical action items that involved not just following a checklist, but revising guidance, standards, manual, policies, and other documents that create the context for the decisions made about the inclusion and design of bicycle and pedestrian infrastructure throughout the state. According to the NCSC, FDOT has successfully implemented this plan to change the culture of the agency. In January of 2018, FDOT adopted a new [Design Manual](#) that, among other things, increased the standard width of bicycle lanes on Florida roads.

<b>1984</b>	<b>Complete Streets law adopted</b>
<b>2006</b>	<b>Complete Streets lawsuit involving the League of American Bicyclists</b>
<b>2014</b>	<b>Florida Dept. of Transportation adopts Complete Streets policy</b>
<b>2015</b>	<b>FDOT publishes M2D2 Complete streets implementation plan</b>
<b>2018</b>	<b>FDOT publishes updated Design Manual</b>

# STAKEHOLDER EXAMPLES



## STATE DOT EMPLOYEES

*Complete Streets policies can help promote more cost effective projects by providing a clear project scoping process. “In 2012, the Tennessee DOT (TDOT), in partnership with [Smart Growth America](#), found that many transportation projects in its program could be redesigned to achieve 80-90 percent of benefits for as little as one-tenth of the initial proposed cost. After reviewing just the first five projects.”*

## SUSTAINABILITY ADVOCATES

*Complete Streets policies are the perfect counterpart to sustainability efforts in cities. Complete Streets policies and projects can improve the permeability of roadways, introduce bioswales to improve drainage, and reduce greenhouse gas emissions. A [green streets program in Iowa](#) is expected to save the city of West Union over \$100 million in operating costs over a 50 year period.*

## LOCAL LEADERS

*In many states communities have adopted Complete Streets policies but the state has not. There [are at least 5 states where local communities representing at least 30% of a state’s population](#) have adopted a Complete Streets policy, but no statewide Complete Streets policy exists. A statewide policy would help improve state-local relations by ensuring that both agencies are working from the same type of policy.*

# CURRENT CAMPAIGN

## IOWA BICYCLE COALITION



**IOWA  
BICYCLE  
COALITION**

Iowa is one of 17 states that have not taken a statewide action on Complete Streets. The [Iowa Bicycle Coalition](#), a advocacy organization member of the League of American Bicyclists, has made a complete streets policy or law one of its advocacy priorities for years since it was founded in 2005. For the Iowa Bicycle Coalition, a Complete Streets policy holds the potential to shift the burden from advocates fighting for each potential bicycle facility to the Department building bicycle facilities except when not required by policy.

In 2012, the Iowa Bicycle Coalition worked with researchers from the University of North Iowa to produce the report, “[Economic and Health Benefits of Bicycling in Iowa](#)” to promote the potential benefits of active transportation. This study found that Iowa receives nearly \$365 million in economic activity and nearly \$74 million in reduced health care costs annually due to bicycling and walking. The study also found that nearly 2/3rds of people surveyed would ride more often if bicycle infrastructure was provided or improved.

In 2014, the Iowa Bicycle Coalition partnered with the Iowa Department of Economic Development and Main Street Iowa, a program of the Iowa Economic Development Authority, to produce “[Complete Streets Strategies to Increase Bicycling and Walking](#).” This document outlined bicycle and pedestrian improvements and their importance as well as the concept of complete streets as an economic development tool.

Communities in Iowa began adopting Complete Streets policies in 2006. Des Moines, adopted one in 2008 and since 2012 more than 20 cities have adopted Complete Streets policies, plans, or resolutions. More than 30 communities in Iowa have adopted some form of Complete Streets policy, including six of the ten most populous cities.

The Iowa Department of Transportation has taken some preliminary steps to create a Complete Streets policy recently. In July of 2018, IDOT released a draft of the state’s first [Bicycle and Pedestrian Long-Range Plan](#). This draft plan includes a chapter that discusses a potential complete streets policy for the agency, including potential implementation steps such as creating a Complete Streets Advisory Council with participation from bicycle and pedestrian advocacy organizations and modifying project development processes to reflect the Complete Streets policy. If all goes well, the state will have its first statewide Bicycle and Pedestrian Plan and first state Complete Streets policy by summer 2019.

**2005** Iowa Bicycle Coalition formed

**2012** Economic and Health Benefits of Bicycling Report

**2014** Complete Streets Strategies Report

**2018** Draft policy included in draft Bicycle Plan



# RESOURCES



## NATIONAL COMPLETE STREETS COALITION (NCSC) MODEL POLICY

The National Complete Streets Coalition keeps an updated guide to “The Elements of a Complete Streets Policy.” The most current version is available here: <https://smartgrowthamerica.org/resources/elements-complete-streets-policy/>

## NCSC COMPLETE STREETS WORKBOOK

The National Complete Streets Coalition local policy workbook can be found here: <https://smartgrowthamerica.org/app/uploads/2016/08/cs-policyworkbook.pdf>

## NCSC INVENTORY OF COMPLETE STREETS POLICIES

The NCSC Inventory of all Complete Streets Policies which categorizes the more than 1,200 Complete Streets initiatives nationwide can be found here: <https://smartgrowthamerica.org/program/national-complete-streets-coalition/policy-development/policy-atlas/>

## AARP RESOURCE ON STATE COMPLETE STREETS LAWS

This guide to legislative action supports the enactment of state-level policies: <https://www.aarp.org/content/dam/aarp/livable-communities/plan/transportation/complete-streets-in-the-states.pdf>

## PRIORITIZING TRANSPORTATION EQUITY THROUGH COMPLETE STREETS

This research report by the University of Illinois at Chicago discusses how 8 communities implemented and prioritized equity in the practice of their complete streets policies: <https://www.ihrp.uic.edu/files/EquityBrief-Nov2016.pdf>

## US DOT'S TRANSPORTATION AND HEALTH TOOL

This tool lists complete streets as one indicator of transportation and health and provides background on the benefits of complete streets and related policies: <https://www.transportation.gov/mission/health/complete-streets-policies>

## PEDESTRIAN AND BICYCLE INFORMATION CENTER RESOURCES

The Pedestrian and Bicycle Information Center provides research and resources related to complete streets, including evaluation studies of complete streets projects: <http://www.pedbikeinfo.org/topics/completestreets.cfm>

## COMPLETE STREETS AND HEALTH

Countyhealthrankings.org give complete streets a high evidence rating as a scientifically supported intervention to improve physical activity and community health. The scientific evidence base for their support can be found at <http://www.countyhealthrankings.org/take-action-to-improve-health/what-works-for-health/policies/complete-streets-streetscape-design-initiatives>.