



Complete Streets Talking Points – U.S. Senate
American Society of Landscape Architects
ASLA In-District Advocacy Day, 2009

- Senator Tom Harkin (IA) is working to re-introduce *The Complete Streets Act*, which would create transportation networks that enable safe access for all users. *The Complete Streets Act* would encourage states and Metropolitan Planning Organizations (MPOs) to establish **Complete Streets policies** and apply them to federally funded projects.
- Complete Streets is a “term of art” meaning that the right of way is designed and operated to enable safe access for all users, including bicyclists, motorists, pedestrians, people with disabilities, and public transit users. Complete Streets incorporate elements such as bike lanes, sidewalks, accessible crosswalks, and bus lanes to allow users of all ages and abilities to utilize the street.
- The bill also authorizes essential research and dissemination of Complete Streets best practices and builds on the success of more than 50 state and local jurisdictions across the country where Complete Streets policies have been implemented, including communities in Illinois, Washington State, North Carolina, California and Missouri.
- **Congress has already indicated its support for a federal Complete Streets policy.** Section 1133 of H.R. 6, the *Energy Independence and Security Act of 2007*, states that it is the “sense of Congress” that Complete Streets policies be adopted in new roadway construction projects.
- Landscape architects have the skills to design transportation corridors that are safe for everyone, but in many instances only do so for special projects. A federal Complete Streets policy would result in better designed state and local projects.
- Landscape architects frequently work on Complete Streets projects. **(Discuss your experiences with Complete Streets projects, if applicable.)**
- **Economic Stimulus: As Congress begins to invest billions of dollars in federal infrastructure projects, it is imperative that these projects be well planned and designed to accommodate all transportation users.**
- **Complete Streets can help lead to economic development and job growth.** A balanced transportation system that includes Complete Streets can bolster economic growth and stability by providing accessible and efficient connections between residences, schools, parks, public transportation, offices, and retail destinations. Complete Streets can reduce transportation costs and travel time while increasing property values and job growth.
- Complete Streets also play a significant role in **combating the public health risk and the cost of obesity in adults and children.** Creating additional transit stops, and safer sidewalks and bike lanes will allow residents to more effectively incorporate physical activity into their routine travels.
- Complete Streets provide more transportation alternatives, including low-emission forms of transportation such as walking, cycling, or public transit. Because of this, **Complete Streets can reduce carbon emissions and help to clean the air and mitigate climate change.**
- Senator Harkin introduced this legislation in the 110th Congress as *The Complete Streets Act of 2008*, but the bill never made it out of Committee. ASLA is working with Senator Harkin as he prepares to re-introduce the legislation during the 111th Congress.
- **ASK: Please become a co-sponsor of *The Complete Streets Act* when Senator Tom Harkin re-introduces the legislation in 2009. Staff Contact: [Richard Bender@Harkin.senate.gov](mailto:Richard.Bender@Harkin.senate.gov)**

