

RESOLUTION NO. 257-2013

Complete Streets Resolution

WHEREAS, "Complete Streets" are defined as streets that are designed to accommodate all users – motorists, pedestrians, bicyclists, and transit riders;

WHEREAS, "Complete Streets" can include a range of elements to accommodate all users, including, but not limited to, sidewalks, signage, paved shoulders, bicycle lanes, traffic lanes shared with motorist including sharrows and other bicycle pavement marking, crosswalks and other pavement marking for pedestrians, pedestrian control signalization, bicycle actuated traffic signals, bus pull outs, curb cuts, raised crosswalks, roundabouts, traffic islands and other traffic calming measures;

WHEREAS, "Complete Streets" principles should guide future street and transportation plans for both new and retrofit projects in the City of Montgomery, and any exception to this approach should be appropriately justified;

WHEREAS, "Complete Street's" application will vary depending on the surrounding land uses and densities and its general context, however street and transportation plans should always be guided by the principle that streets should promote multiple transportation options for all people; specifically to include individuals with disabilities and persons with mobility problems;

WHEREAS, "Complete Streets" can spark economic development and community development by helping to create walkable, vibrant communities where businesses can thrive and be strong, livable neighborhoods for City of Montgomery residents;

WHEREAS, "Complete Streets" can play a role by reducing pedestrian and bicyclist injuries and deaths, reducing traffic congestion, improving air quality both by promoting alternative forms of transportation and by helping to improve traffic flow;

WHEREAS, the Transportation for America, Dangerous by Design list of the most dangerous metro areas for walking is striking in its uniformity, nine of the ten metro areas are in the South. These areas are dominated by lower density and automobile-oriented development patterns, which include high-speed urban arterials that are particularly hazardous for walking. A national FHWA survey affirms these results, finding that respondents in the South rate pedestrian safety far lower than their counterparts in the rest of the country;

WHEREAS, the Alabama Department of Public Health promotes healthy communities by encouraging adults and children to walk for prevention of chronic diseases and conditions such as heart disease, stroke, diabetes, cancer, obesity, and arthritis which cause suffering and limitations to daily functioning;

WHEREAS, the Alabama Department of Transportation reports 866 statewide pedestrian-involved crashes in 2012; and 74 pedestrian-involved crashes in the City of Montgomery in 2012;

WHEREAS, the people of the City of Montgomery have expressed a strong desire for increased transportation options, including walking, cycling, and transit;

NOW, THEREFORE BE IT RESOLVED that the Council of the City of Montgomery supports a Complete Streets approach for the City of Montgomery to enhance transportation options and to improve quality of life for the residents of Montgomery. The City Council urges the Mayor's office and relevant governmental agencies to adopt and implement "Complete Streets" policies and practices that:

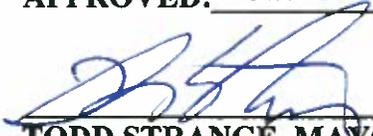
- Serve as guiding principles to design, construct, operate, and maintain the City's roadways to promote safe and convenient access and travel for all users and people of all abilities;
- Create a comprehensive and integrated transportation network;
- Apply to both new and retrofit projects;
- Are incorporated except in unusual or justifiable circumstances;
- Recognize the need for flexibility and identify "Complete Streets" solutions that fit the context of the community.

STATE OF ALABAMA)
COUNTY OF MONTGOMERY)
CITY OF MONTGOMERY)

I, Brenda Gale Blalock, City Clerk of the City of Montgomery, Alabama, DO HEREBY CERTIFY that the foregoing is a true and correct copy of a resolution which was duly adopted by the Council of the City of Montgomery, Alabama, at its regular meeting held the 17th day of December, 2013.

GIVEN under my hand and the official SEAL of the City of Montgomery, Alabama, this the 18th day of December, 2013.


BRENDA GALE BLALOCK, CITY CLERK

APPROVED: DEC 19 2013

TODD STRANGE, MAYOR



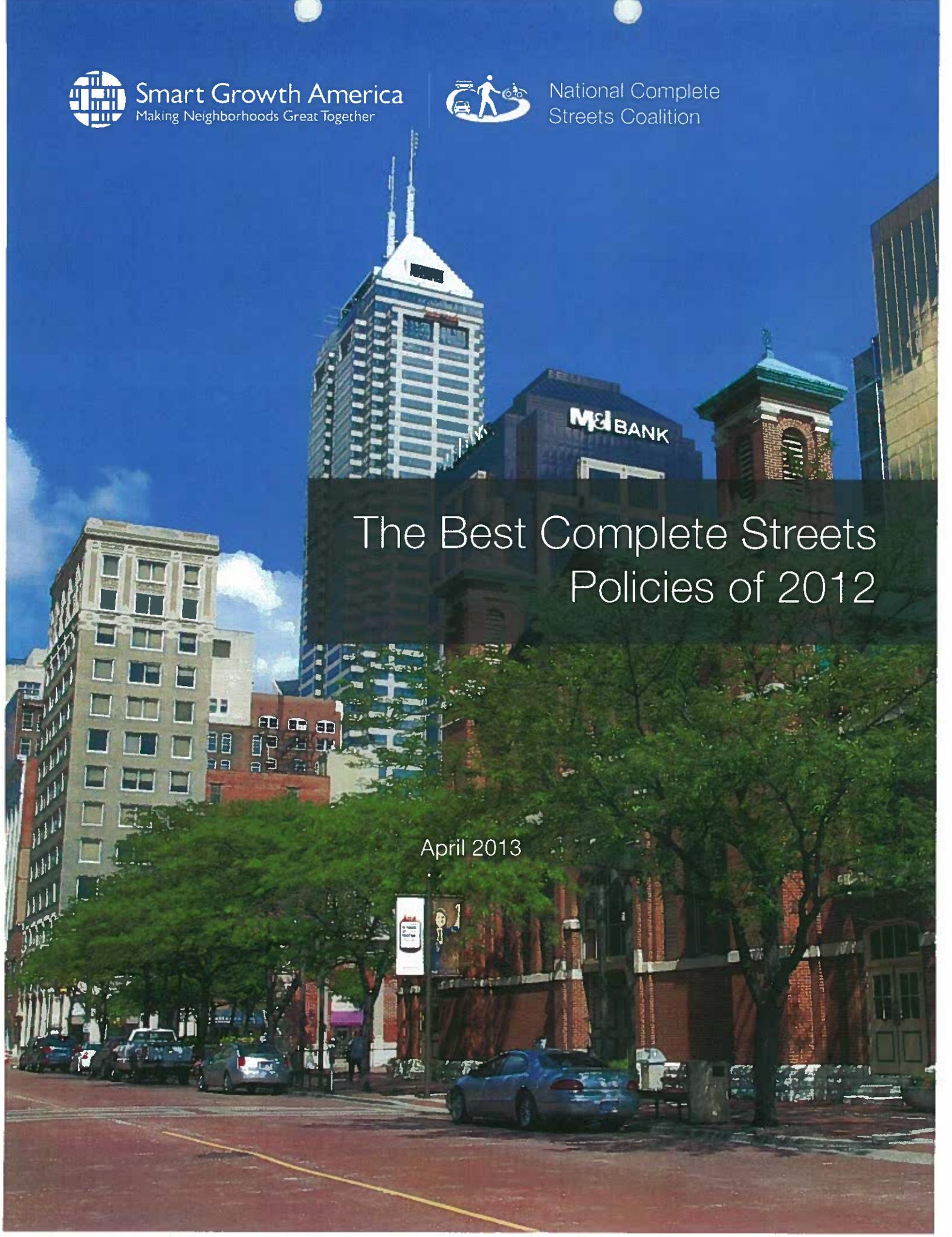
Smart Growth America
Making Neighborhoods Great Together



National Complete
Streets Coalition

The Best Complete Streets Policies of 2012

April 2013





Smart Growth America
Making Neighborhoods Great Together



**National Complete
Streets Coalition**

The National Complete Streets Coalition, a program of Smart Growth America, seeks to fundamentally transform the look, feel and function of the roads and streets in our community, by changing the way most roads are planned, designed and constructed. Complete Streets policies direct transportation planners and engineers to consistently design with all users in mind, in line with the elements of Complete Streets policies.

Smart Growth America is the only national organization dedicated to researching, advocating for and leading coalitions to bring better development to more communities nationwide. From providing more sidewalks to ensuring more homes are built near public transportation or that productive farms remain a part of our communities, smart growth helps make sure people across the nation can live in great neighborhoods.

For additional information, visit www.smartgrowthamerica.org/completestreets.

Acknowledgments

This report was written by Stefanie Seskin, Deputy Director, and Lily Gordon-Koven, Fellow, of the National Complete Streets Coalition.

Cover: Photo of Indianapolis, IN by Ian Freimuth, via Flickr.

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Executive Summary

Communities across the country are making roads safer and more accessible for everyone who uses them, and more communities are using these strategies now than ever before.

In 2012 nearly 130 communities adopted Complete Streets policies. These laws, resolutions, executive orders, policies and planning and design documents encourage and provide safe access to destinations for everyone, regardless of age, ability, income, ethnicity or how they travel.

In total, 488 Complete Streets policies are now in place nationwide, at all levels of government. Statewide policies are in place in 27 states as well as the District of Columbia and the Commonwealth of Puerto Rico. Forty-two regional planning organizations, 38 counties and 379 municipalities in 48 states have also adopted policies that allow everyone to safely use America's roads. The policies passed in 2012 comprise more than one quarter of all policies in place today.

The National Complete Streets Coalition examined and scored every policy passed in 2012 based on 10 elements of the policy language: Vision and intent; All users and modes; All projects and phases; Clear, accountable exceptions; Network; Jurisdiction; Design; Context sensitivity; Performance measures; and Implementation next steps. These elements refine a community's vision, provide clear direction and intent, complement community needs, and grant the flexibility needed to create an effective Complete Streets process and outcome.

Ten cities have led the way in crafting comprehensive policy language. Our ranking of top Complete Streets policies is intended to celebrate the communities that have done exceptional work in the past year. They are:

- | | | | |
|---|---------------------|----|----------------------|
| 1 | Indianapolis, IN | 6 | Portland, ME |
| 2 | Hermosa Beach, CA | 7 | Oak Park, IL |
| 2 | Huntington Park, CA | 8 | Trenton, NJ |
| 4 | Ocean Shores, WA | 9 | Clayton, MO |
| 5 | Northfield, MN | 10 | Rancho Cucamonga, CA |

These policies are a model for communities across the country. This report highlights exemplary policy language, and provides leaders at all levels of government with ideas for how to create strong Complete Streets policies. Information about additional resources for local leaders is also included.

The National Complete Streets Coalition, a program of Smart Growth America, supports communities as they develop, adopt and implement Complete Streets policies, and we are proud to have worked with many of the communities discussed in this analysis. By highlighting the top Complete Streets policies of the past year we intend to celebrate exemplary policy work and to give other communities an example to follow in writing their own Complete Streets policies.

Introduction

Communities of all sizes are transforming their streets into more than just a way to move people in cars from one place to another.

These communities are part of a growing national movement for Complete Streets. This movement encourages and provides for the safe access to destinations for everyone, regardless of age, ability, income, ethnicity or how they travel.

The Complete Streets movement fundamentally redefines what a street is intended to do, what goals a transportation agency is going to meet and how a community will spend its transportation money. The Complete Streets approach breaks down the traditional separation between highways, transit, biking and walking, and instead focuses on the desired outcomes of a transportation system that supports safe use of the roadway for everyone.

The Complete Streets movement is powered by diverse alliances, bringing together advocates for older Americans, public health agencies, transportation practitioners, bicycling and walking advocates and many others. Policies have been adopted as part of public health campaigns to create friendly environments for healthy physical activity; as a way to address pressing safety concerns; and as one answer to the need to create more environmentally and economically sustainable communities.

What is a Complete Streets policy?

Complete Streets policies formalize a community's intent to plan, design, operate and maintain streets so they are safe for all users of all ages and abilities. Policies direct decision-makers to consistently fund, plan, design and construct community streets to accommodate all anticipated users, including pedestrians, bicyclists, public transit users, motorists and freight vehicles.

The National Complete Streets Coalition recognizes many types of policy statements as official commitments to a Complete Streets approach, including legislation, resolutions, executive orders, departmental policies, policies adopted by an elected board, plans and design guidance.

Legislation legally requires the needs of all users to be addressed in transportation projects by changing city code, county code or state statutes. Resolutions are non-binding official statements from a jurisdiction's legislative branch, and executive orders are issued by a jurisdiction's executive branch. Departmental policies are issued by a jurisdiction's transportation agency, office or department without formal approval from an elected body. Policies adopted by an elected board are usually developed by an internal group of stakeholders that are taken to the governing body and put before a vote. Some communities also incorporate Complete Streets in comprehensive or transportation plans or through updates to street design guidance. With the exception of these plans and guidance, this report analyzes all the policies described above.

Evaluating Complete Streets policies

The concept of Complete Streets is simple and inspiring, but the best policies do more than simply affirm support for Complete Streets. Ideal policies refine a vision, provide clear direction and intent, complement community needs and grant the flexibility in design and approach necessary to secure an effective Complete Streets process and outcome.

The National Complete Streets Coalition promotes a comprehensive policy model that includes 10 ideal elements:

1. **Vision and intent:** The policy outlines a vision for how and why the community wants to complete its streets.
2. **All users and modes:** The policy specifies that “all users” includes pedestrians, bicyclists and transit passengers of all ages and abilities, as well as trucks, buses and automobiles.
3. **All projects and phases:** Both new and retrofit projects are subject to the policy, including design, planning, maintenance and operations, for the entire right-of-way.
4. **Clear, accountable exceptions:** Any exceptions are specified and must be approved by a high-level official.
5. **Network:** The policy encourages street connectivity and creates a comprehensive, integrated and connected network for all modes across the network.
6. **Jurisdiction:** All other agencies can clearly understand the policy and may be involved in the process.
7. **Design:** The policy recommends the latest and best design criteria and guidelines, while recognizing the need for flexibility in balancing user needs.
8. **Context sensitivity:** Community context is considered in planning and design solutions.
9. **Performance measures:** Performance standards with measurable outcomes are included.
10. **Implementation next steps:** Specific next steps for implementing the policy are described.

These elements were developed in consultation with members of the National Complete Streets Coalition’s Steering Committee and its Workshop Instructor corps and through our ongoing research work. Based on decades of experience in transportation planning and design, the elements reflect a national model of best practice that can apply to nearly all types of Complete Streets policies at all levels of governance.

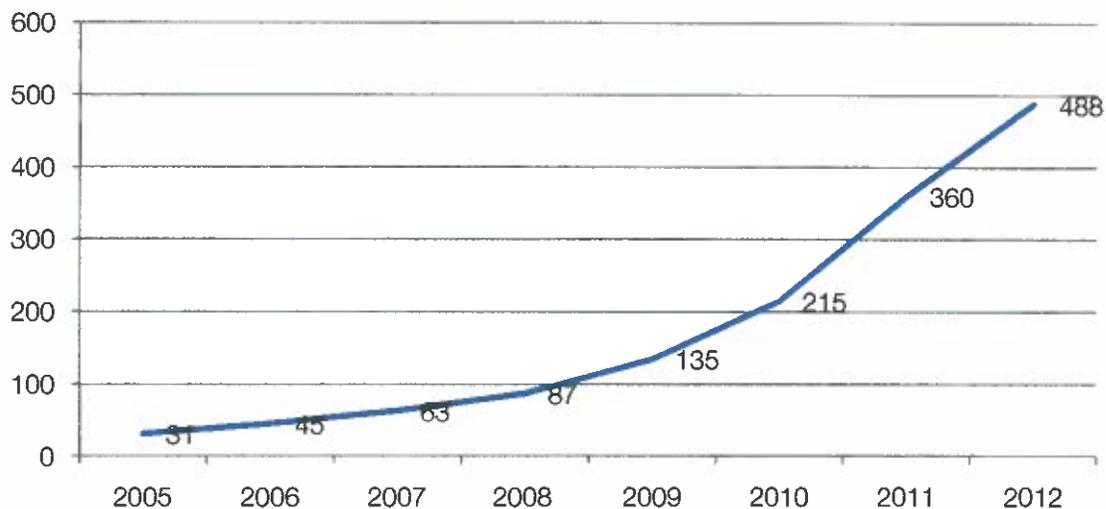
This report evaluates the language of Complete Streets policies based on the elements outlined above and recognizes those communities that have integrated best practices into customized documents. This report focuses on how well-written policy language adopted to date compares to the Coalition’s 10 elements of an ideal policy.

More information about the 10 elements are detailed in the [Complete Streets Local Policy Workbook](#), a companion to this report. The workbook helps counties and cities examine current strategies and Complete Streets needs to develop locally appropriate language that draws from the best practices identified in this report.

Growing support for Complete Streets nationwide

This year's analysis revealed that the Complete Streets movement grew in 2012, continuing a national trend since 2005 (see Figure 1 below).

FIGURE 1
Number of Complete Streets policies nationwide, 2005–2012



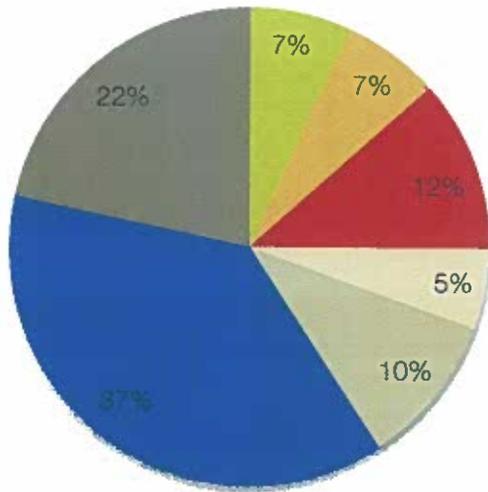
In 2012, 125 communities adopted Complete Streets policies. Policies are in now place in 488 communities nationwide, including 27 states, the Commonwealth of Puerto Rico and the District of Columbia; 42 regional planning organizations; 38 counties; and 379 municipalities of all sizes.

Many types of policies in communities of all sizes

Complete Streets policies have been adopted at the local level in small towns and big cities alike (see Figure 2 on page 4). Of the 379 municipalities with a Complete Streets policy, 37 percent are suburban communities of fewer than 30,000 people. Small towns, often in rural areas, are well-represented: More than 20 percent of the total policies were adopted by these smaller jurisdictions. On the other end of the spectrum, more than 20 percent of cities with at least 100,000 residents have committed to Complete Streets, including 5 of the 10 most populous cities in the country.

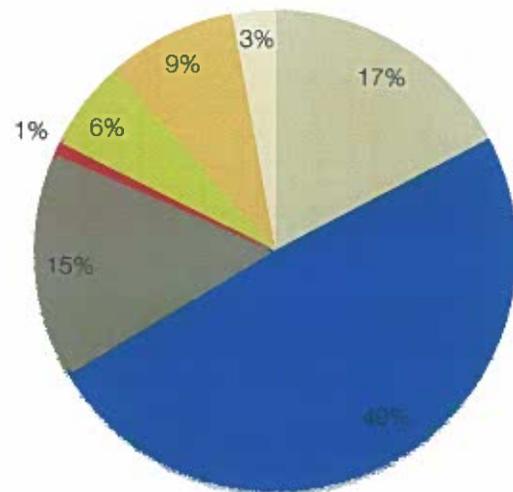
The type of policies in place are similarly diverse (see Figure 3 on page 4). While most policies are resolutions adopted by a city or county council, jurisdictions are commonly using code changes and the adoption of city policies to direct the use of a Complete Streets approach. About 17 percent of Complete Streets policies were passed as legislation and encoded in statutes. Nearly half were expressed through non-binding resolutions. Internal policies adopted by top-level departmental leaders represent 6 percent of all policies and about 9 percent are contained inside planning documents such as comprehensive plans. Growing in number are city policies that are approved by the legislative branch; such policies, which are generally more detailed, now represent 15 percent of all Complete Streets policies, up from 11 percent in 2011.

FIGURE 2
Municipalities by size with Complete Streets policies, 1971–2012



- Large City
- Midsize City
- Small City
- Large Suburb
- Midsize Suburb
- Small Suburb
- Small and Rural Towns

FIGURE 3
Complete Streets policies by type, 1971–2012



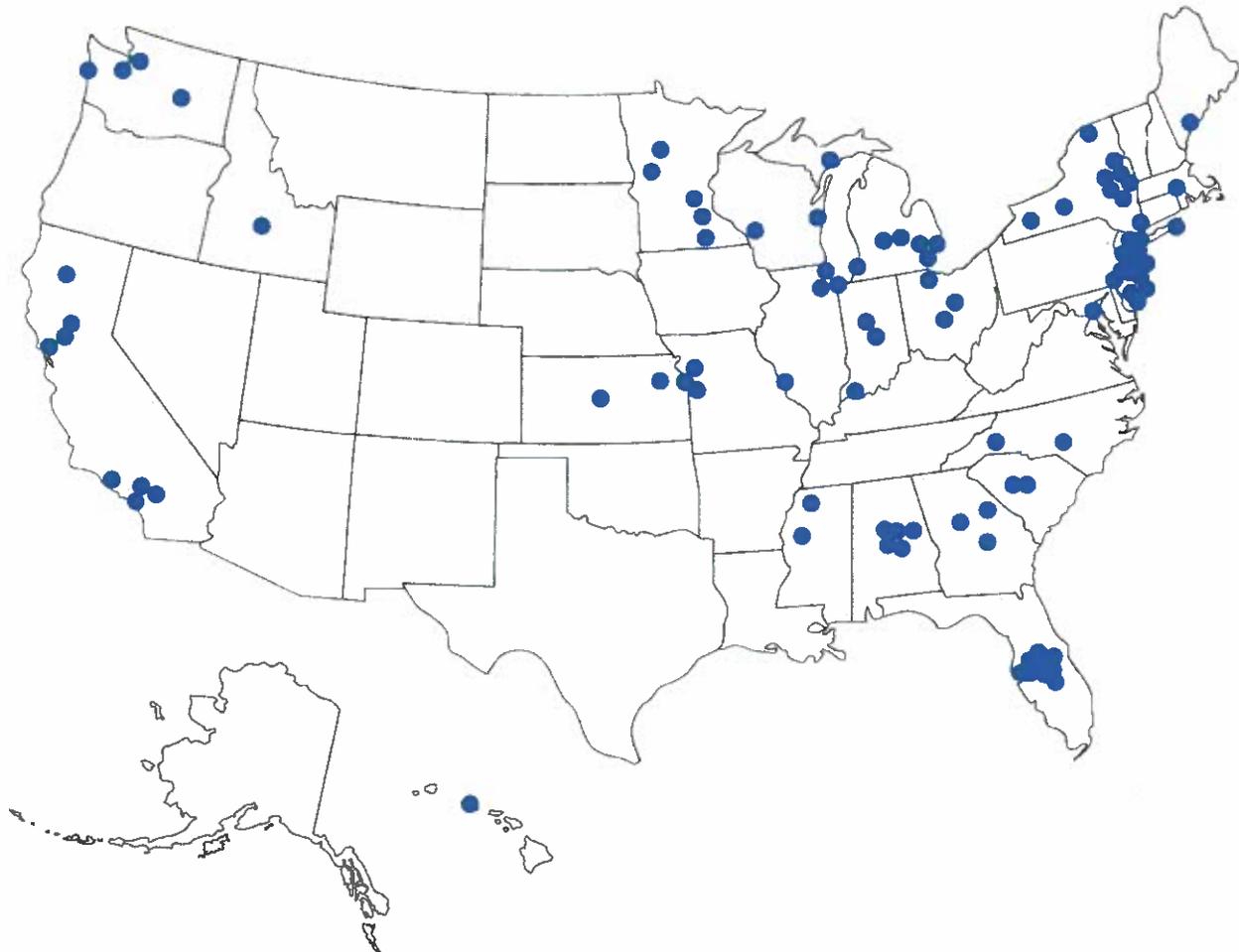
- Executive Order
- Internal Policy
- Plan
- Design Guidance
- Legislation
- Resolution
- Policy Adopted by Elected Board

Meanwhile, several states count many regional and local Complete Streets policies. Leading the charge are the states of Michigan, New Jersey and Florida with 65, 50 and 39 policies, respectively. Joining them are 12 other states that have each count 10 or more regional or local Complete Streets policies. Only two states do not have a Complete Streets policy at any level of government.

The best Complete Streets policies of 2012

Communities across the country adopted Complete Streets policies in 2012 (see Figure 4 below). These laws, resolutions and planning and design documents encourage and provide for the safe access to destinations for everyone, regardless of age, ability, income, ethnicity or how they travel. In total, 488 Complete Streets policies are now in place nationwide.

FIGURE 4
Complete Streets policies passed in 2012



For a full list of policies, see the [Complete Streets policy atlas](#) available on the Coalition website.

The Coalition evaluated every Complete Streets policy passed in 2012 for the strength of its language. Policies were awarded up to 5 points for how well they fulfilled each of the 10 elements outlined on page 2. Scores were weighted to emphasize the policy elements proven through research and Coalition member experience to be of more importance in a written policy. For full scoring methodology, see Appendix A.

The policies in Table 1 below garnered the top scores out of a possible 100 points among all policies adopted in 2012.

TABLE 1
 The top Complete Streets policies of 2012

Rank	City	Policy	Score
1	Indianapolis, IN	Chapter 431, Article VIII	89.6
2	Hermosa Beach, CA	Living Streets Policy	85.6 <i>(tie)</i>
2	Huntington Park, CA	Resolution No. 2012-18	85.6 <i>(tie)</i>
4	Ocean Shores, WA	Ordinance No. 916	84.8
5	Northfield, MN	Resolution 2012-017	83.2
6	Portland, ME	Complete Streets Policy	80.8
7	Oak Park, IL	Complete Streets Policy	80.0
8	Trenton, NJ	Resolution No. 12-121	78.4
9	Clayton, MO	Bill No. 6294	75.2
10	Rancho Cucamonga, CA	Ordinance No. 857	73.2

The exemplary policy language found in these policies can serve as a model for communities across the country interested in creating their own Complete Streets policies.

What makes a strong Complete Streets policy?

Our ranking of top Complete Streets policies is intended not only to celebrate the communities that have done exceptional work in the past year, but also to give other communities an example to follow in writing their own Complete Streets policies.

The following section provides greater detail of the criteria used in our evaluation of Complete Streets policies. It is intended to help a community write the best Complete Streets policy possible. For communities with an existing Complete Streets policy, the following section may provide ideas for improvements or, perhaps, reasons to boast.

1. Vision and intent

A strong vision can inspire a community to follow through on its Complete Streets policy. Just as no two policies are alike, visions are not one-size-fits-all either. Vision cannot be empirically compared across policies, so for this criterion we compared the strength and clarity of each policy's commitment to Complete Streets.

POLICY LANGUAGE: NORTHFIELD, MN

"Northfield intends and expects to realize long-term cost savings in improved public health, better environmental stewardship, reduced fuel consumption, and reduced demand for motor vehicle infrastructure through the implementation of this Complete Streets policy. Complete Streets also contribute to walkable neighborhoods, which can foster interaction, create a sense of community pride and improve quality of life."

Clarity of intent and writing makes it easy for those tasked with implementation to understand the new goals and determine what changes need to be made to fulfill the policy's intent.

The strongest policies are those that are clear in intent, saying facilities that meet the needs of people traveling on foot or bicycle "shall" or "must" be included in transportation projects. The "strong" label is also applied to policies in which the absolute intent of the policy is obvious and direct, even if they do not use the words "shall" or "must." These policies receive the full five points.

Policies are noted as "average" when they are clear in their intent—defining what exactly a community expects from the policy—but use equivocating language that waters down the directive. For example, an average policy may say that the needs of pedestrians and bicyclists "will be considered" or "may be included" as part of the process. "Average" policies receive a total of three points.

Some policies are "indirect." They refer to implementation of certain principles, features, or elements defined elsewhere; refer to general "Complete Streets" application with no clear directive; or instruct the development of a more thorough policy document. Examples of indirect language include phrases such as "consider the installation of 'Complete Streets' transportation elements" and "supports the adoption and implementation of 'Complete Streets' policies and practices to create a transportation network that accommodates all users." Using this language perpetuates the separation of modes; the perception that a road for cars is fundamentally different from a road

for other users; that only some roads should be “Complete Streets;” and that these roads require special, separately funded “amenities.” For these reasons, policies with an indirect approach receive a total of one point.

POLICY LANGUAGE: BOZEMAN, MT

“The City of Bozeman will plan for, design, construct, operate and maintain appropriate facilities for pedestrians, bicyclists, transit vehicles and riders, children, the elderly and people with disabilities in all new construction and retrofit or reconstruction projects subject to the exceptions contained herein.”

Policy examples: Strong vision and intent

Jurisdiction	Policy	Type	Year
Ocean Shores, WA	Ordinance No. 916	Legislation	2012
Birmingham, AL	Resolution	Resolution	2011
Bellevue, NE	Ordinance No. 3610	Legislation	2011
Mid-Ohio Regional Planning Commission (Columbus, OH area)	Complete Streets Policy	Internal Policy	2010
Babylon, NY	Complete Streets Policy	Policy Adopted by Elected Board	2010

2. All users and modes

No policy is a Complete Streets policy without a clear statement affirming that people who travel by foot or on bicycle are legitimate users of the transportation system and equally deserving of safe facilities to accommodate their travel. It is therefore a requirement to include both modes—walking and bicycling—in the policy before it can be further analyzed.

Beyond those two modes, our methodology requires policies to include public transit to receive any additional points. Including one more mode, such as cars, freight traffic, emergency response vehicles, or equestrians, earns a total of two points. Including two additional user groups earns the policy three points.

Beyond the type of user is a more nuanced understanding that not all people who move by a certain mode are the same. For a reference to the needs of people young and old, a policy receives one additional point. For including people with disabilities, another point is awarded.

POLICY LANGUAGE: DAYTON, OH

"All users of the surface transportation network, including motorists, pedestrians, bicyclists, mass transit, children, senior citizens, individuals with disabilities, freight carriers, emergency responders and adjacent land users, will experience a visually attractive and functional environment while travelling safely and conveniently on and across all surface roadways within the City of Dayton."

Policy examples: All users and modes

Jurisdiction	Policy	Type	Year
New Jersey Department of Transportation	Policy No. 703	Internal Policy	2009
Hennepin County, MN	Complete Streets Policy	Policy Adopted by Elected Board	2009
Portland, ME	Complete Streets Policy	Policy Adopted by Elected Board	2012
Azusa, CA	Complete Streets Policy	Policy Adopted by Elected Board	2011
Rancho Cucamonga, CA	Ordinance No. 857	Legislation	2012

3. All projects and phases

The ideal result of a Complete Streets policy is that all transportation improvements are viewed as opportunities to create safer, more accessible streets for all users. Policies that apply only to new construction and reconstruction projects receive two points; policies that also clearly include maintenance, operations or other projects receive all five points. Policies that do not apply to projects beyond newly constructed roads, or ones that are not clear regarding their application, receive no points.

POLICY LANGUAGE: CLAYTON, MO

"This policy is intended to cover all development and redevelopment in the public domain within the City of Clayton. This includes all public transportation projects such as, but not limited to, new road construction, reconstruction, retrofits, upgrades, resurfacing and rehabilitation. Routine maintenance may be excluded from these requirements by the Director of Public Works on a case-by-case basis. This policy also covers privately built roads intended for public use."

Policy examples: All projects and phases

Jurisdiction	Policy	Type	Year
Hermosa Beach, CA	Living Streets Policy	Policy Adopted by Elected Board	2012
Oak Park, IL	Complete Streets Policy	Policy Adopted by Elected Board	2012
Roanoke, VA	Complete Streets Policy	Policy Adopted by Elected Board	2008
Louisiana Department of Transportation and Development	Complete Streets Policy	Internal Policy	2010
Salt Lake County, UT	Ordinance No.1672	Legislation	2010

4. Clear, accountable exceptions

Making a policy work in practice requires a process for exceptions to providing for all modes in each project. The Coalition believes the following exceptions are appropriate with limited potential to weaken the policy. These follow the Federal Highway Administration's guidance on accommodating bicycle and pedestrian travel and identified best practices frequently used in existing Complete Streets policies.

1. Accommodation is not necessary on corridors where specific users are prohibited, such as interstate freeways or pedestrian malls.
2. Accommodation is not necessary when the cost is excessively disproportionate to the need or probable use. We do not recommend attaching a percentage to define "excessive" as the context for many projects will require different portions of the overall project budget to be spent on the modes and users expected; additionally, in many instances the costs may be difficult to quantify. A 20 percent cap may be appropriate in unusual circumstances, such as where natural features (e.g., steep hillsides or shorelines) make it very costly or impossible to accommodate all modes. A 20 percent figure should always be used in an advisory rather than absolute sense. The Coalition does not believe a cap less than 20 percent is appropriate.
3. Documented absence of current and future need.

Many communities have included other exceptions that the Coalition, in consultation with transportation planning and engineering experts, also feels are unlikely to create loopholes:

1. Transit accommodations are not required where there is no existing or planned transit service.
2. Provisions for routine maintenance of the transportation network that does not change the roadway geometry or operations, such as mowing, sweeping and spot repair.
3. Where a reasonable and equivalent project along the same corridor is already programmed to provide facilities exempted from the project at hand.

Including one or more of the above exceptions earns two points. Additional exceptions begin to weaken the policy and may create loopholes too large to achieve the community's vision. If they are included, the policy receives one point. If a policy lists no exemptions, no points are awarded.

In addition to defining exceptions through good policy language, there must be a clear process for granting them. Policies that note how exceptions are to be granted earn an additional three points.

POLICY LANGUAGE: OAK PARK, IL

“Exemptions to the Complete Streets policy must be documented in writing by either the Director of Public Works or Village Engineer with supporting data that indicates the reason for the decision and are limited to the following:

1. Non-motorized users are prohibited on the roadway.
2. There is documentation that there is an absence of current and future need.
3. The cost of accommodations for a particular mode is excessively disproportionate to the need and potential benefit of a project.
4. The project involves ordinary maintenance activities designed to keep assets in acceptable condition, such as clearing, sealing, spot repairs, patching and surface treatments, such as micro-surfacing.”

Policy examples: Clear, accountable exceptions

Jurisdiction	Policy	Type	Year
Trenton, NJ	Resolution No. 12-121	Resolution	2012
Missoula, MT	Resolution No. 7473, Providing for a Complete Streets Policy	Resolution	2009
Bloomington/Monroe County Metropolitan Planning Organization (Bloomington, IN area)	Complete Streets Policy	Policy Adopted by Elected Board	2009
North Carolina Department of Transportation	Complete Streets Policy	Internal Policy	2009
Lee's Summit, MO	Resolution 10-17	Resolution	2010

5. Network

An ideal Complete Streets policy recognizes the need for a connected, integrated network that provides transportation options to a resident's many potential destinations. Acknowledging the importance of a network approach earns the full five points. Additional discussion of connectivity, including block size and intersection density, is encouraged.

POLICY LANGUAGE: HUNTINGTON PARK, CA

"The City of Huntington Park will design, operate and maintain a transportation network that provides a connected network of facilities accommodating all modes of travel... will actively look for opportunities to repurpose rights-of-way to enhance connectivity for pedestrians, bicyclists and transit...will require new developments to provide interconnected street networks with small blocks."

6. Jurisdiction

Creating Complete Streets networks requires collaboration among many different agencies. They are built and maintained by state, county and local agencies and private developers often build new roads. When a state's or Metropolitan Planning Organization's policy clearly notes that projects receiving money passing through an agency are expected to follow a Complete Streets approach, the policy is given three points. At the local level, policies that apply to private development receive three points.

POLICY LANGUAGE: TRENTON, NJ

"Recognizing the inter-connected multi-modal network of street grid, the City of Trenton will work with Mercer County, the Delaware River Joint Toll Bridge Commission, traffic consultant AECOM and state agencies through existing planning efforts to ensure complete streets principles are incorporated in a context sensitive manner."

At all levels, policies that articulate the need to work with others in achieving the Complete Streets vision receive two extra points.

POLICY LANGUAGE: BOZEMAN, MT

"The City of Bozeman will work with other jurisdictions and transportation agencies within its planning area to incorporate a Complete Streets philosophy and encourage the Montana Department of Transportation, Gallatin County and other municipalities to adopt similar policies...Complete Streets principles will be applied on new City projects, privately funded development and incrementally through a series of smaller improvements and activities over time."

7. Design

Communities adopting Complete Streets policies should use the best and latest design standards available to them. Policies that clearly name current design guidance or reference using the best available receive three points toward the maximum five. Policies that address the need for a balanced or flexible design approach receive two points toward the maximum five. Additional discussion of design flexibility within the policy is encouraged.

POLICY LANGUAGE: PORTLAND, ME

"The Department of Public Services and the Department of Planning and Urban Development shall adapt, develop and adopt inter-departmental policies, urban design guidelines, zoning and performance standards and other guidelines based upon resources identifying best practices in urban design and street design, construction, operations and maintenance. These resources include, but are not limited to: the AASHTO Green Book; AASHTO Guide for the Planning, Designing and Operating Pedestrian Facilities; AASHTO Guide for the Development of Bicycle Facilities; ITE Designing Walkable Urban Thoroughfares: A Context Sensitive Approach; NACTO Urban Bikeway Design Guide; Manual on Uniform Traffic Control Devices; and US Access Board Public Right-of-Way Accessibility Guidelines. When fulfilling this Complete Streets policy the City will follow the design manuals, standards and guidelines above, as applicable, but should not be precluded from considering innovative or non-traditional design options where a comparable level of safety for users is present or provided."

8. Context sensitivity

An effective Complete Streets policy must be sensitive to the community context. Given the range of policy types and their varying ability to address this issue, a policy that mentions the need to be context-sensitive nets the full five points. Additional discussion of adapting roads to fit the character of the surrounding neighborhood and development is encouraged.

POLICY LANGUAGE: MIAMI VALLEY REGIONAL PLANNING COMMISSION, OH

"Designs for particular projects will be context-sensitive, considering adjacent land uses and local needs and incorporating the most up-to-date, widely accepted design standards for the particular setting, traffic volume and speed and current and projected demand. Each project must be considered both separately and as part of a connected network to determine the level and type of treatment necessary for the street to be complete."

9. Performance measures

Communities with Complete Streets policies can measure success a number of different ways, from miles of bike lanes to percentage of the sidewalk network completed to the number of people who choose to ride public transit. Including any measures in a Complete Streets policy nets the full five points.

POLICY LANGUAGE: INDIANAPOLIS, IN

“The City shall measure the success of this Complete Streets policy using, but not limited to, the following performance measures:

- Total miles of bike lanes
- Linear feet of new pedestrian accommodation
- Number of new curb ramps installed along city streets
- Crosswalk and intersection improvements
- Percentage of transit stops accessible via sidewalks and curb ramps (beginning in June 2014)
- Rate of crashes, injuries and fatalities by mode
- Rate of children walking or bicycling to school (beginning in June 2014)

Unless otherwise noted above, within six months of ordinance adoption, the City shall create individual numeric benchmarks for each of the performance measures included, as a means of tracking and measuring the annual performance of the ordinance. Quarterly reports shall be posted on-line for each of the above measures.”

Policy examples: Performance measures

Jurisdiction	Policy	Type	Year
Cook County, IL	Ordinance	Legislation	2011
Rancho Cucamonga, CA	Ordinance No. 857	Legislation	2012
Mid-America Regional Council	Complete Streets Policy	Policy Adopted by Elected Board	2012
Winter Park, FL	Resolution No. 2083-11	Resolution	2011
La Crosse, WI	Ordinance No. 4627	Legislation	2011

10. Implementation next steps

A formal commitment to the Complete Streets approach is only the beginning. The Coalition has identified four key steps for successful implementation of a policy:

1. Restructure or revise related procedures, plans, regulations and other processes to accommodate all users on every project.
2. Develop new design policies and guides or revise existing to reflect the current state of best practices in transportation design. Communities may also elect to adopt national or state-level recognized design guidance.
3. Offer workshops and other training opportunities to transportation staff, community leaders and the general public to help everyone understand the importance of the Complete Streets vision.
4. Develop and institute better ways to measure performance and collect data on how well the streets are serving all users.

Any recognition or discussion of the next steps to achieve Complete Streets is awarded one point. Specifying the need to take action on at least two of the four steps identified above nets three points.

Assigning oversight of or regularly reporting on implementation is critical to ensure the policy becomes practice. Policies that identify a specific person or advisory board to oversee and help drive implementation or that establish a reporting requirement receive an additional point. Policies that change the way transportation projects are prioritized and thus chosen for funding and construction, are awarded an additional point.

Policy examples: Implementation next steps

Jurisdiction	Policy	Type	Year
Indianapolis, IN	Chapter 431, Article VIII	Legislation	2012
Miami Valley Regional Planning Commission (Dayton, OH area)	Regional Complete Streets Policy	Policy Adopted by Elected Board	2011
Northfield, MN	Resolution 2012-17	Policy Adopted by Elected Board	2012
Michigan Department of Transportation	Policy on Complete Streets	Internal Policy	2012
Metropolitan Transportation Commission (San Francisco Bay area)	Regional Policy for the Accommodation of Non-Motorized Travelers	Policy Adopted by Elected Board	2006

POLICY LANGUAGE: BALDWIN PARK, CA

(A) Advisory Group. The City will establish an inter-departmental advisory committee to oversee the implementation of this policy. The committee will include members of Public Works, Community Development, Recreation and Community Services and the Police Departments from the City of Baldwin Park. The committee may include representatives from the Los Angeles County Metropolitan Transportation Authority, representatives from the bicycling, disabled, youth and elderly communities and other advocacy organizations, as relevant. This committee will meet quarterly and provide a written report to the City Council evaluating the City's progress and advise on implementation.

(B) Inventory. The City will maintain a comprehensive inventory of the pedestrian and bicycling facility infrastructure integrated with the City's database and will prioritize projects to eliminate gaps in the sidewalk and bikeways networks.

(C) Capital Improvement Project Prioritization. The City will reevaluate Capital Improvement Projects prioritization to encourage implementation of bicycle, pedestrian and transit improvements.

(D) Revisions to Existing Plans and Policies. The City of Baldwin Park will incorporate Complete Streets principles into: the City's Circulation Element, Transportation Strategic Plan, Transit Plan, Traffic Safety Master Plan, Specific Plans, Urban Design Element; and other plans, manuals, rules, regulations and programs.

(E) Other Plans. The City will prepare, implement and maintain a Bicycle Transportation Plan, a Pedestrian Transportation Plan, a Safe Routes to School Plan, an Americans with Disabilities Act Transition Plan and a Street Tree and Landscape Master Plan.

(F) Storm Water Management. The City will prepare and implement a plan to transition to sustainable storm water management techniques along our streets.

(G) Staff Training. The City will train pertinent City staff on the content of the Complete Streets principles and best practices for implementing the policy.

(H) Coordination. The City will utilize inter-department project coordination to promote the most responsible and efficient use of fiscal resources for activities that occur within the public right of way.

(I) Street Manual. The City will create and adopt a Complete Streets Design Manual to support implementation of this policy.

(J) Funding. The City will actively seek sources of appropriate funding to implement Complete Streets.”

Learn more about writing Complete Streets policies

More information about crafting strong Complete Streets policies is available in the companion [*Complete Streets Local Policy Workbook*](#).

Paper to pavement: Next steps in creating Complete Streets

Our ranking of top Complete Streets policies is intended in part to celebrate the communities that have done exceptional work in the past year, but also to give other communities an example to follow in writing their own Complete Streets policies.

This report focuses on the strength of the language used in Complete Streets policies. Policy adoption is only the first step, however, and it is up to transportation agencies and their partners to ensure all projects are designed with a Complete Streets approach in mind.

Scores from this policy analysis may not directly translate to a community's success in achieving agency and on-the-ground change. Full implementation often requires agencies to make significant changes, including new training for staff as well as new project development processes, design standards and performance measures. Strong policies on paper are of little value if they do not lead to change in practice and in projects on-the-ground.

The National Complete Streets Coalition is encouraged that so many communities are passing Complete Streets policies, and that so many of these policies include specific implementation steps. We hope the guidance provided in this analysis and in the [Complete Streets Local Policy Workbook](#) helps those charged with policy-writing to set appropriate and achievable goals for implementation activities.

The National Complete Streets Coalition's website includes more specific steps that communities have taken to ensure their policy vision translates into on-the-ground change. [Visit our website for more details and resources on implementation.](#)

Appendix A: Scoring methodology

The National Complete Streets Coalition designed this analysis to be easily understood by a wide audience, both in application and the outcomes of its application.

The authors of this report evaluated policies based on the 10 elements outlined on page 2. Each element of an ideal policy was given a possible total of five points, where five represents fulfillment of that ideal element. This document discusses how points are awarded. Awarding each element a total of five points made it simple to establish benchmarks in each category without drawing unnecessary comparisons between elements (see Table A1 below).

The Coalition believes that some elements of a policy are more important to establish than others. To reflect this, the tool uses a weighting system so that the points earned per element are then put in context of the overall policy.

The Coalition chose weights based on research, case studies, experience in policy development and work with communities across the country. These weights were then adjusted based on feedback from the Coalition’s Steering Committee and input from attendees of the Coalition’s 2011 Strategy Meeting. We simplified the weights so that they would add to a total possible score of 100 and would not require complex mathematical tricks or rounding. We may make changes to this weighting based on continued research into how policy language correlates to implementation.

The identified weight for each element is multiplied by points awarded, then divided by five (the highest possible number of points). For example, a policy that addresses bicycling, walking and public transit for people of all ages and abilities receives a total of three points. Those points are multiplied by 20, the weighting assigned to that policy element and divided by five, the highest possible number of points. For this policy element, the policy receives a score of 12 out of a possible 20.

After adding the scores for every element together, the policy will have a score between 0 and 100, with a higher number indicating it is closer to ideal.

TABLE A1
Policy element scoring system

Policy element	Points
1. Vision and intent	<i>Weight: 6</i>
Indirect: Indirect statement (“shall implement Complete Streets principles,” etc.)	1
Average: Direct statement with equivocating or weaker language (“consider,” “may”)	3
Direct: Direct statement of accommodation (“must,” “shall,” “will”)	5
2. All users and modes	<i>Weight: 20</i>
“Bicyclists and pedestrians” (required for consideration)	<i>Req.</i>
“Bicyclists, pedestrians and transit”	1

"Bicyclists, pedestrians and transit," plus one more mode	2
"Bicycles, pedestrians and transit," plus two more modes	3
Additional point for including reference to "users of all ages"	1
Additional point for including reference to "users of all abilities"	1
3. All projects and phases	<i>Weight: 12</i>
Applies to new construction only	0
Applies to new and retrofit/reconstruction projects	3
Additional points if the policy clearly applies to all projects, or specifically includes repair/3R projects, maintenance and/or operations	2
4. Exceptions	<i>Weight: 16</i>
No mention	0
Lists exceptions, but at least one lacks clarity or allows loose interpretation	1
Lists exceptions, none are inappropriate	2
Additional points for specifying an approval process	3
5. Network	<i>Weight: 2</i>
No mention	0
Acknowledge	5
6. Jurisdiction	<i>Weight: 8</i>
Agency-owned (assumed)	--
States and regions: agency-funded, but not agency-owned	3
Counties and cities: privately-built roads	3
Additional points for recognizing the need to work with other agencies, departments or jurisdictions	2
7. Design	<i>Weight: 4</i>
No mention	0
References specific design criteria or directing use of the best and latest	3
References design flexibility in the balance of user needs	2
8. Context sensitivity	<i>Weight: 8</i>
No mention	0
Acknowledge	5
9. Performance standards	<i>Weight: 4</i>
Not mentioned and not one of next steps	0
Establishes new measures (does not count in next steps points)	5
10. Implementation next steps	<i>Weight: 20</i>
No implementation plan specified	0

Addresses implementation in general	1
Addresses two to four implementation steps	3
Additional point for assigning oversight of implementation to a person or advisory board or for establishing a reporting requirement	1
Additional point for directing changes to project selection criteria	1

This analysis is based on written policies and is not intended to reflect the degree to which any given community is successful in implementing its Complete Streets policy. Information on creating change within a transportation agency's procedures and processes and translating those changes into on-the-ground work, is available through other Coalition tools.

Just as community streets vary in form and facilities, we do recognize that there are inherent differences between policy types. What can be accomplished through a legislative act will be different than what might be included in a comprehensive plan, for example. We acknowledge that some elements of an ideal policy are unlikely to appear in some policy types and encourage comparison within policy type, rather than across all types. For this reason, policies are grouped by policy type.

While we recognize and count Complete Streets policies included in community transportation master plans, comprehensive plans, general plans and design guidance, we do not provide a numerical analysis of these in this document. However, we do include these policies in our overall counts and you can find them listed on our website. In undergoing this scored analysis, we have found it does not work as well for comprehensive plans, where a finer analysis is needed to accurately determine strength and reach of the Complete Streets element within the overall framework of a large and complex plan. The tool is also inappropriate for simple design standards that include little information about the justification and goals of those designs for the community and for more detailed design manuals. Though some design manuals may have a more extensive discussion of policy, their place within the transportation process makes the inclusion of some elements of an ideal Complete Streets policy inappropriate. Design guidance is rarely the first Complete Streets policy adopted in a community; it is more often the realization of some earlier policy effort and part of the overall implementation process.

Appendix B: Index of Complete Streets policy scores

Category	Location	Policy	Population	Year	Intent	All users and modes	Projects and Phases	Exceptions	Network	Jurisdiction	Design Flexibility	Context	Measures	Implementation	TOTAL	
					Points Weighted score											
State Legislation	State of Minnesota	Sec. 52, Minnesota Statutes 2008, section 174.75	5,303,925	2010	1	5	20	5	12	0	0	0	0	0	0	64.4
State Legislation	State of Connecticut	Public Act 09-154 (SB 735)	3,574,097	2009	5	4	16	5	12	4	12.8	0	0	0	0	62.8
State Legislation	State of Hawaii	Act 054 (SB 718)	1,369,301	2009	1	4	16	5	12	1	3.2	0	0	0	0	59.6
State Legislation	State of Vermont	Act 0-34 (H.198)	625,741	2011	3	4	16	5	12	4	12.8	0	0	0	0	56.4
State Legislation	Commonwealth of Puerto Rico	Senate Bill 1857	3,725,789	2010	1	4	16	5	12	2	6.4	0	0	0	0	54.8
State Legislation	State of Michigan	Public Act 135 of 2010 (HB6151)	9,883,640	2010	1	5	20	3	7.2	1	3.2	0	0	0	0	54.4
State Legislation	State of New York	Highway Law Section 331 (Bill S. 5411)	19,378,102	2011	3	4	16	3	7.2	1	3.2	0	0	0	0	46.8
State Legislation	State of Rhode Island	Title 24, Chapter 16: Safe Access to Public Roads	1,052,567	2012	1	4	16	3	7.2	2	6.4	0	0	0	0	46.8
State Legislation	State of California	The Complete Streets Act (AB 1358)	37,253,956	2008	5	5	20	0	0	0	0	0	0	0	0	44.8
State Legislation	State of Rhode Island	Chapter 31-18: Pedestrians	1,052,567	1997	3	0	0	5	12	4	12.8	0	0	0	0	33.2
State Legislation	State of Illinois	Section 31-18-21 (SB0314)	12,830,632	2007	3	0	0	5	12	4	12.8	0	0	0	0	32.4
State Legislation	State of Wisconsin	State Statutes Section 181Bgr. 84.01 (35)	5,686,986	2009	5	0	0	3	7.2	4	12.8	0	0	0	0	30.8
State Legislation	State of Washington	Chapter 257, 2011 Laws	6,724,540	2011	1	2	8	3	7.2	0	0	0	0	0	0	30
State Legislation	State of Massachusetts	Bicycle-Pedestrian Access Law (Chapter 90E)	6,547,628	1996	3	0	0	5	12	4	12.8	0	0	0	0	28.4
State Legislation	State of Colorado	Colorado Statutes 43-1-120 (HB 1147)	5,029,196	2010	5	0	0	5	12	3	9.6	0	0	0	0	27.6
State Legislation	State of Maryland	Maryland Trans. Code Ann. Title 2 subtitle 602, Chapter 145	5,773,552	2010	3	0	0	5	12	0	0	0	0	0	0	25.6
State Legislation	State of Oregon	ORS 366.514	3,831,074	1971	5	6	1	4	3	7.2	1	3.2	0	0	0	25.2
State Legislation	State of Vermont	State Statutes Chapter 23, Section 2310 (Bill S. 350)	625,741	2008	5	0	0	5	12	2	6.4	0	0	0	0	24.4
State Legislation	State of Florida	Florida Statute 335.065 (Bicycle & Pedestrian Ways)	18,801,310	1984	5	0	0	5	12	1	3.2	0	0	0	0	23.2
State Legislation	State of Maryland	Maryland Trans. Code Ann. Title 2 subtitle 602	5,773,552	2000	3	0	0	5	12	0	0	0	0	0	0	21.6
State Resolution	South Carolina Department of Transportation	Commission Resolution	4,625,364	2003	3	0	0	5	12	0	0	0	0	0	0	20.4
State Executive Order	State of Delaware	Executive Order No. 6	887,934	2009	1	4	16	5	12	0	0	0	0	0	0	38.2
State Internal Policy	New Jersey Department of Transportation	Policy No. 703	8,791,894	2009	3	5	20	5	12	4	12.8	5	8	0	0	84.8
State Internal Policy	Louisiana Department of Transportation and Development	Complete Streets Policy	4,533,372	2010	3	4	16	5	12	5	16	5	8	0	0	72.0

City Resolution	15,000	2011	1	1.2	3	12	5	12	5	16	5	2	2	3.2	0	0	5	8	0	0	4	16	70.4
City Resolution	37,280	2010	5	6	4	16	5	12	4	12.8	5	2	5	8	2	1.6	0	0	0	0	3	12	70.4
City Resolution	8,962	2012	1	1.2	4	16	5	12	4	12.8	5	2	0	0	3	2.4	5	8	5	4	3	12	70.4
City Resolution	3,386	2011	3	3.6	5	20	3	7.2	4	12.8	5	2	0	0	5	4	5	8	0	0	3	12	68.8
City Resolution	27,852	2011	3	3.6	4	16	5	12	4	12.8	0	0	2	3.2	2	1.6	5	8	5	4	2	8	68.2
City Resolution	4,914	2010	3	3.6	5	20	5	12	4	12.8	5	2	0	0	5	4	5	8	0	0	1	4	66.4
City Resolution	5,916	2010	3	3.6	5	20	5	12	4	12.8	5	2	0	0	5	4	5	8	0	0	1	4	66.4
City Resolution	16,459	2011	1	1.2	5	20	5	12	3	9.6	0	0	2	3.2	0	0	5	8	0	0	3	12	66.0
City Resolution	51,895	2011	1	1.2	5	20	5	12	5	16	0	0	2	3.2	0	0	5	8	0	0	1	4	64.4
City Resolution	24,475	2011	1	1.2	4	16	5	12	5	16	0	0	2	3.2	5	4	5	8	0	0	1	4	64.4
City Resolution	5,484	2010	1	1.2	2	8	5	12	5	16	5	2	2	3.2	2	1.6	5	8	0	0	3	12	64.0
City Resolution	145,786	2011	1	1.2	4	16	5	12	3	9.6	0	0	5	8	0	0	0	0	0	0	4	16	62.8
City Resolution	620,991	2010	5	6	3	12	5	12	4	12.8	0	0	0	0	0	0	0	0	5	4	4	16	62.8
City Resolution	52,575	2011	1	1.2	4	16	5	12	5	16	0	0	2	3.2	2	1.6	5	8	0	0	1	4	62.0
City Resolution	3,232	2010	1	1.2	5	20	5	12	4	12.8	5	2	0	0	0	0	0	0	0	0	3	12	60.0
City Resolution	13,138	2012	3	3.6	5	20	5	12	3	9.6	5	2	0	0	5	4	5	8	0	0	0	0	56.2
City Resolution	1,350	2012	3	3.6	5	20	5	12	3	9.6	5	2	0	0	5	4	5	8	0	0	0	0	56.2
City Resolution	28,190	2010	1	1.2	4	16	5	12	5	16	0	0	2	3.2	0	0	0	0	5	4	5	20	56.4
City Resolution	14,167	2011	3	3.6	4	16	5	12	2	6.4	0	0	2	3.2	0	0	0	0	5	4	3	12	57.2
City Resolution	4,024	2011	3	3.6	5	20	5	12	1	3.2	5	2	0	0	5	4	5	8	0	0	1	4	56.8
City Resolution	12,411	2011	3	3.6	5	20	3	7.2	1	3.2	5	2	3	4.8	5	4	5	8	0	0	1	4	56.8
City Resolution	13,549	2012	1	1.2	5	20	5	12	5	16	0	0	2	3.2	0	0	0	0	0	0	1	4	56.4
City Resolution	3,607	2012	3	3.6	4	16	5	12	3	9.6	0	0	0	0	3	2.4	5	8	0	0	1	4	55.6
City Resolution	7,965	2010	5	6	4	16	5	12	1	3.2	5	2	2	3.2	5	4	5	8	0	0	0	0	54.4
City Resolution	4,799	2011	5	6	5	20	5	12	2	6.4	5	2	0	0	5	4	0	0	0	0	1	4	54.4
City Resolution	23,116	2012	1	1.2	2	8	5	12	5	16	0	0	2	3.2	2	1.6	5	8	0	0	1	4	54.0
City Resolution	1,293	2011	1	1.2	4	16	5	12	3	9.6	0	0	2	3.2	0	0	0	0	0	0	3	12	54.0
City Resolution	16,422	2012	1	1.2	4	16	5	12	4	12.8	5	2	2	3.2	3	2.4	0	0	0	0	1	4	53.6
City Resolution	391,906	2012	3	3.6	4	16	5	12	5	12	0	0	0	0	2	1.6	5	8	0	0	3	12	53.2
City Resolution	28,435	2012	5	6	4	16	5	12	0	0	5	2	3	4.8	0	0	5	8	0	0	1	4	52.8
City Resolution	12,208	2010	3	3.6	3	12	5	12	4	12.8	5	2	2	3.2	3	2.4	0	0	0	0	1	4	52.0
City Resolution	39,558	2012	3	3.6	3	12	3	7.2	4	12.8	0	0	0	0	5	4	5	8	0	0	1	4	51.6
City Resolution	1,076	2012	1	1.2	4	16	3	7.2	4	12.8	0	0	0	0	3	2.4	0	0	0	0	3	12	51.6
City Resolution	6,545	2010	3	3.6	5	20	3	7.2	1	3.2	5	2	2	3.2	5	4	5	8	0	0	0	0	51.2
City Resolution	31,667	2011	3	3.6	3	12	5	12	0	0	0	0	2	3.2	0	0	5	8	0	0	3	12	50.8
City Resolution	96,667	2011	3	3.6	4	16	3	7.2	5	16	0	0	0	0	0	0	0	0	0	0	2	8	50.8
City Resolution	2,991	2011	3	3.6	4	16	5	12	1	3.2	5	2	2	3.2	3	2.4	5	8	0	0	0	0	50.4

City Policy Adopted by Elected Board	Festus, MO	Resolution No. 3924 1/2	11,802	2010	1	1.2	5	20	5	12	2	6.4	5	2	5	8	2	16	5	8	0	0	4	16	75.2
City Policy Adopted by Elected Board	Des Plaines, IL	Complete Streets Policy	58,364	2011	5	6	4	16	5	12	2	6.4	5	2	5	8	5	4	0	0	5	4	4	16	74.4
City Policy Adopted by Elected Board	Rochester, MN	Complete Streets Policy	106,769	2009	3	3.6	5	20	5	12	4	12.8	5	2	0	0	5	4	5	8	0	3	12	74.4	
City Policy Adopted by Elected Board	Babylon, NY	Complete Streets Policy	12,166	2010	5	6	5	20	5	12	2	6.4	5	2	2	3.2	3	2.4	5	8	0	3	12	72.0	
City Policy Adopted by Elected Board	North Hempstead, NY	Complete Streets Policy Guide	226,322	2011	5	6	5	20	5	12	0	0	5	2	5	8	5	4	5	8	0	3	12	72.0	
City Policy Adopted by Elected Board	Dayton, OH	Livable Streets Policy	141,527	2010	5	6	5	20	5	12	5	16	5	2	0	0	5	4	5	8	0	1	4	72.0	
City Policy Adopted by Elected Board	Larkspur, CA	Complete Streets Policy	11,926	2012	5	6	5	20	5	12	5	16	5	2	2	3.2	0	0	5	8	0	1	4	71.2	
City Policy Adopted by Elected Board	Hutchinson, KS	Complete Streets Policy	42,080	2012	1	1.2	5	20	5	12	1	3.2	5	2	5	8	0	0	5	8	0	4	16	70.4	
City Policy Adopted by Elected Board	Bloomington, MN	Complete Streets Policy	82,693	2012	5	6	5	20	5	12	3	9.6	5	2	5	8	5	4	5	8	0	0	0	69.6	
City Policy Adopted by Elected Board	Redding, CA	Council Policy No. 1303	89,661	2012	1	1.2	3	12	5	12	3	9.6	0	0	5	8	0	0	5	8	0	4	16	66.8	
City Policy Adopted by Elected Board	Athens-Clarke County, CA	Complete Streets Policy	115,425	2012	5	6	5	20	5	12	3	9.6	5	2	0	0	5	4	5	8	0	1	4	65.6	
City Policy Adopted by Elected Board	Grant Neck Plaza, NY	Complete Streets Policy Guide	6,707	2012	3	3.6	5	20	5	12	0	0	5	2	2	3.2	5	4	5	8	0	3	12	64.8	
City Policy Adopted by Elected Board	Saratoga Springs, NY	Complete Streets Policy	26,596	2012	5	6	4	16	5	12	0	0	5	2	5	8	5	4	0	0	0	4	16	64.0	
City Policy Adopted by Elected Board	Las Cruces, NM	Resolution 09-301	97,618	2009	3	3.6	4	16	5	12	2	6.4	5	2	0	0	3	2.4	5	8	0	3	12	62.4	
City Policy Adopted by Elected Board	Grant-Valkaria, FL	Resolution No. 07-2011	3,850	2011	3	3.6	4	16	5	12	4	12.8	5	2	2	3.2	0	0	5	8	0	1	4	61.6	
City Policy Adopted by Elected Board	Tinley Park, IL	Complete Streets Policy	56,703	2012	3	3.6	5	20	3	7.2	0	0	5	2	5	8	5	4	5	8	5	4	4	60.8	
City Policy Adopted by Elected Board	Lawrence, KS	Complete Streets Policy	87,643	2012	1	1.2	4	16	5	12	1	3.2	5	2	5	8	3	2.4	5	8	5	4	4	60.8	
City Policy Adopted by Elected Board	Roswell, GA	Resolution 2009-03-10	88,348	2009	3	3.6	5	20	3	7.2	2	6.4	5	2	2	3.2	5	4	5	8	0	1	4	58.4	

City Policy Adopted by Elected Board	La Crosse County, WI	Resolution No. 11-4/11	114,638	2011	1	1.2	5	20	5	12	1	3.2	0	2	3.2	2	1.6	5	8	0	0	0	2	8	57.2
City Policy Adopted by Elected Board	Rockville, MD	Complete Streets Policy	61,209	2009	5	6	4	16	3	7.2	3	9.6	5	2	0	0	5	4	5	8	0	0	1	4	56.8
City Policy Adopted by Elected Board	Falcon Heights, MN	Complete Streets Policy	5,321	2011	3	3.6	5	20	5	12	1	3.2	5	2	2	3.2	5	4	5	8	0	0	0	0	56.0
City Policy Adopted by Elected Board	Suwanee, GA	Ordinance No. 2009-005	15,355	2009	5	6	5	20	5	12	1	3.2	5	2	0	0	5	4	5	8	0	0	0	0	55.2
City Policy Adopted by Elected Board	Ishpeming, MI	Resolution 2011-01	6,470	2011	3	3.6	4	16	5	12	4	12.8	0	0	0	0	3	2.4	5	8	0	0	0	0	54.8
City Policy Adopted by Elected Board	Morristown, NJ	Complete Streets Policy	18,411	2012	3	3.6	3	12	5	12	4	12.8	5	2	3	4.8	3	2.4	0	0	0	0	1	4	53.6
City Policy Adopted by Elected Board	Dunwoody, GA	Complete Streets Policy	46,287	2011	3	3.6	5	20	2	4.8	1	3.2	5	2	2	3.2	5	4	5	8	0	0	1	4	52.8
City Policy Adopted by Elected Board	Vacaville, CA	Complete Streets Policy	92,428	2012	1	1.2	4	16	5	12	2	6.4	0	0	3	4.8	0	0	5	8	5	4	0	0	52.4
City Policy Adopted by Elected Board	Billings, MT	Resolution	104,170	2011	1	1.2	4	16	5	12	0	0	0	0	2	3.2	0	0	5	8	0	0	3	12	52.4
City Policy Adopted by Elected Board	Independence, MN	Complete Streets Policy	3,504	2011	3	3.6	2	8	5	12	1	3.2	5	2	2	3.2	5	4	5	8	0	0	2	8	52.0
City Policy Adopted by Elected Board	Coeur d'Alene, ID	Resolution 09-021	44,137	2009	3	3.6	5	20	3	7.2	1	3.2	5	2	2	3.2	5	4	5	8	0	0	0	0	51.2
City Policy Adopted by Elected Board	Asheville, NC	Complete Streets Policy	83,393	2012	5	6	3	12	5	12	3	9.6	0	0	3	4.8	0	0	0	0	0	0	1	4	48.4
City Policy Adopted by Elected Board	Austin, MN	Complete Streets Policy	24,718	2012	3	3.6	5	20	5	12	0	0	5	2	0	0	2	1.6	5	8	0	0	0	0	47.2
City Policy Adopted by Elected Board	Auburndale, FL	Complete Streets Policy	13,507	2012	1	1.2	5	20	5	12	0	0	5	2	0	0	3	2.4	5	8	0	0	0	0	45.6
City Policy Adopted by Elected Board	Bartow, FL	Complete Streets Policy	17,298	2012	1	1.2	5	20	5	12	0	0	5	2	0	0	3	2.4	5	8	0	0	0	0	45.6
City Policy Adopted by Elected Board	Davenport, FL	Complete Streets Policy	2,888	2012	1	1.2	5	20	5	12	0	0	5	2	0	0	3	2.4	5	8	0	0	0	0	45.6
City Policy Adopted by Elected Board	Dundee, FL	Complete Streets Policy	3,717	2012	1	1.2	5	20	5	12	0	0	5	2	0	0	3	2.4	5	8	0	0	0	0	45.6
City Policy Adopted by Elected Board	Eagle Lake, FL	Complete Streets Policy	2,255	2012	1	1.2	5	20	5	12	0	0	5	2	0	0	3	2.4	5	8	0	0	0	0	45.6



Smart Growth America
Making Neighborhoods Great Together



**National Complete
Streets Coalition**

The National Complete Streets Coalition, a program of Smart Growth America, seeks to fundamentally transform the look, feel and function of the roads and streets in our community, by changing the way most roads are planned, designed and constructed. Complete Streets policies direct transportation planners and engineers to consistently design with all users in mind, in line with the elements of Complete Streets policies.

Smart Growth America is the only national organization dedicated to researching, advocating for and leading coalitions to bring better development to more communities nationwide. From providing more sidewalks to ensuring more homes are built near public transportation or that productive farms remain a part of our communities, smart growth helps make sure people across the nation can live in great neighborhoods.

For additional information, visit www.smartgrowthamerica.org/completestreets.