



National Complete Streets Coalition



Smart Growth America
Improving lives by improving communities



The Best Complete Streets Initiatives of 2017

Acknowledgments

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. Learn more at <http://www.smartgrowthamerica.org/>.

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 communities, 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. More at <http://www.smartgrowthamerica.org/complete-streets/>.

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Cover photos courtesy of City of Bonita Springs and Victor Gibbs.

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Introduction

In 2004, Complete Streets was just an idea. Working to build transportation networks across the United States that would better serve everyone—regardless of age, ability, gender, race, or ethnicity—sure felt like pushing a boulder up a hill.

But in the intervening years, Complete Streets has transformed from a nascent idea into a national movement. In 2005, 35 communities adopted Complete Streets policies. **Today, 1,348 Complete Streets policies have been passed in communities across the United States**, in rural areas, small towns, mid-sized suburbs, and big cities. Complete Streets are now known for bringing more transportation choices to vulnerable users, spurring economic development, reducing traffic fatalities and injuries, providing more recreation options for people, and improving public health outcomes.

Even with all the progress on the policy front, the last 10 years have also taught us that merely passing these policies will not do enough to truly improve our streets for everyone—especially the most vulnerable.

Between 2006 and 2016, the proportion of people biking to work nationwide increased by approximately 25 percent, and cities are increasingly focused on promoting walkability and access to transit as a means to attract talent and investment. People of color and Hispanic origin as well as people from low-income households bicycle with increasing regularity across the United States. Furthermore, bicycling by black Americans increased far more quickly than in any other group, nearly doubling between 2001 and 2009.¹ The demand for transportation choices—like public transit, ride share, and bike shares—continues to grow.

However, more pedestrians and cyclists, especially people of color, older adults, and low-income people, are being killed at alarming rates.

In 2017, 5,984 were people killed while walking. The National Complete Street Coalition's 2016 Dangerous by Design report showed that people of color and older adults are over 50 percent more likely to be stuck and killed while walking in the United States.² Similarly, fatality rates for Hispanic and black bicyclists are 23 to 30 percent higher than for white bicyclists.³

My first awakening to these disparities also came back in 2004 when I was living by myself for the first time in Seattle's Capitol Hill neighborhood. Capitol Hill was Seattle's densest neighborhood, with multifamily buildings next to some of the city's first craft coffee shops and music clubs that hosted bands like Nirvana and Pearl Jam before they ever "made it." This was also the first place I lived where I could walk, bike, or bus to wherever I needed to go. I had grown up in Seattle's Rainier Valley, one of the city's most diverse and most low-income communities, marked by broken sidewalks and streetlights, unsafe streets, and a lack of access to healthcare and affordable food. I learned then that Capitol Hill, which was predominately white and higher income than Rainier Valley, was afforded better infrastructure and amenities than the neighborhood where I grew up.

Over these last few years, it became clear to our Steering Committee and the greater movement overall that we couldn't just talk about equity and implementation—we needed to walk it, if even just metaphorically.

The circumstances are far different in 2018 than they were in 2004. Chronic disease is rising. Automated vehicles are coming. Income and racial inequities are growing. Revitalization is bringing new amenities to places, but also displacing long-term residents. Seattle's Rainier Valley is now home to neighborhoods that have been quickly revitalized and now have the infrastructure that I never had growing up. However, housing prices have reached all time highs, forcing many of the people that would benefit the most from safer streets to move farther away to find affordable neighborhoods.

Complete Streets can help provide safer transportation choices, address chronic disease, and help local economies grow in equitable ways without displacement. The National Complete Streets Coalition's Steering Committee adopted our first strategic plan in 2016. It responded to this shifting environment by emphasizing two goals – **getting more places to implement Complete Streets and ensuring that the Coalition included equity in all of its work.**

Following the adoption of the plan, the Steering Committee updated the ideal elements of a Complete Streets policy to further prioritize implementation and equity. This new policy framework includes elements such as project selection criteria, considering the impacts of transportation projects on vulnerable communities, community engagement, and a greater emphasis on binding legislation.

Beginning in 2018, we will evaluate all new Complete Streets policies using this framework. No longer will it be sufficient to pass a Complete Street policy without a plan for implementation. No longer will it be possible to pass a robust policy that doesn't also consider how to more equitably distribute the benefits of safer streets.

Because of this change to our policy framework and to give communities time to adjust, we are not ranking policies this year. But we do want to celebrate the exemplary Complete Streets initiatives that are transforming policy into practice and creating places for people. As we transition to the new framework for grading policies, this report highlights a handful of the communities, people, and places that are embracing implementation and equity in their Complete Streets efforts. We hope that these stories will not only provide inspiration, but also spur other communities into action so that in 10 more years we are celebrating tangible and lasting changes to our streets, with the benefits extending to everyone.



Sincerely,



Emiko Atherton
Director, National Complete Streets Coalition

Key Implementation Steps for Complete Streets Initiatives



Adopt a Complete Streets Policy.

Adopting a policy formally establishes a jurisdiction's commitment to Complete Streets. The strongest Complete Streets policies call for the key implementation steps below.



Restructure or revise related procedures, plans, regulations, and other processes.

These processes should make accommodating all users on every project a routine part of transportation planning and operations. This could include incorporating Complete Streets checklists or other tools into decision-making processes.



Develop new design policies and guides.

Communities may also elect to revise existing design guidance to reflect the current state of best practices in transportation design, or they may adopt national or state-level recognized design guidance.



Offer workshops and other training opportunities.

These trainings should educate transportation staff, community leaders, and the general public so that everyone understands the importance of the Complete Streets vision. Trainings could focus on Complete Streets design and implementation, community engagement, and/or equity.



Create a committee to oversee implementation.

The committee should include both external and internal stakeholders as well as representatives from advocacy groups, underinvested communities, and vulnerable populations such as people of color, older adults, children, low-income communities, non-native English speakers, those who do not own or cannot access a car, and those living with disabilities.



Create a community engagement plan.

The plan should incorporate equity by targeting advocacy organizations and underrepresented communities. The best community engagement plans use innovative outreach strategies that don't require people to alter their daily routines to participate. This report highlights initiatives that excel in community engagement, even if they do not have a formal engagement plan.



Implement Complete Streets projects.

After taking other key implementation steps, jurisdictions can incorporate a Complete Streets approach into all transportation projects as routine practice. In doing so, they can work toward creating a comprehensive transportation network that is safe, reliable, comfortable, convenient, affordable, and accessible for all people who use the street.

Best Complete Streets Initiative Profiles

Location: Baltimore, MD

Initiative: Complete Streets Champion Ryan Dorsey



Councilman Ryan Dorsey introduces Baltimore's Complete Streets ordinance at a City Council Meeting. Photo courtesy of Bikemore.

Councilman Ryan Dorsey, in collaboration with the advocacy organization Bikemore, drafted a groundbreaking Complete Streets ordinance for the City of Baltimore. The Complete Streets ordinance, if adopted, will introduce stringent, binding requirements to proactively reduce disparities in community engagement, project delivery, and performance measurements. The proposed ordinance is the result of a yearlong stakeholder engagement process that has built a broad coalition of supporters to oversee the adoption and implementation of this ambitious ordinance.

Baltimore has implemented three of the seven key implementation steps that lead to lasting, successful Complete Streets initiatives:



Throughout his tenure as a City Councilman for District 3 in Baltimore, MD, Ryan Dorsey has focused on passing policies that address the root causes of disparities in health, income, and access to resources. Baltimore’s transportation system plays a key role in perpetuating these disparities. For decades, the city has prioritized investment in street improvements that predominantly benefit white suburban commuters, leaving behind communities of color, low-income neighborhoods, and people who depend on walking, biking, or riding public transit to get around the city.

Baltimore passed a Complete Streets resolution back in 2010, but the policy was non-binding, had no enforceable steps for implementation, and didn’t address equity in any capacity. Councilman Dorsey recognized that a more equitable distribution of investments in Baltimore’s transportation system required a stronger, binding Complete Streets ordinance designed to specifically prioritize underserved communities. He teamed up with Bikemore, an organization that advocates for policies to support walkable, bikeable, mixed-use neighborhoods.¹ Together, Councilman Dorsey and Bikemore drafted a new Complete Streets ordinance that sets binding equity requirements. They also launched an ambitious outreach effort to build a broad coalition to support the ordinance’s passage and implementation.

Building a coalition

To successfully pass an ordinance with strong, binding requirements for equity, Councilman Dorsey and Bikemore knew they would need widespread support from a broad coalition. Beginning in 2016, they kicked off a campaign to craft the language of the ordinance and advocate for its adoption. They attended over 50 stakeholder meetings resulting in a strong coalition that includes dozens of local, community-based organizations and national partners.



Coalition members in support of Baltimore’s Complete Streets ordinance. Image courtesy of Bikemore.

Setting the stage for Complete Streets implementation



Councilman Ryan Dorsey.
 Photo courtesy of Bikemore.

In July of 2017, Councilman Dorsey formally introduced Council Bill 17-0102 to the Baltimore City Council. The ordinance calls for the development of a Complete Streets design and implementation manual that includes processes for prioritizing, designing, and delivering Complete Streets projects on different types of streets. It also outlines a community engagement process to specifically empower disenfranchised voices by requiring the city to proactively identify and overcome barriers to engagement related to race, income, age, disability, language proficiency, and vehicle access. To ensure that underserved communities are prioritized when choosing which projects to fund, the bill also mandates an equity gap analysis that examines how proposed projects will impact vulnerable communities. Finally, the bill establishes an annual reporting requirement that includes crash data, transit on-time performance, commute times for multiple transportation options, how often people use different modes of transportation, and new Complete Streets projects, all of which must be reported separately by race, income, vehicle access, and location. By including binding requirements for equity

throughout the project selection, development, implementation, and evaluation processes as well as requiring extensive data collection, Baltimore's ordinance could create the foundation for a Complete Streets program where equity is consistently at the forefront.

Lessons learned

Adopting a Complete Streets policy is the first step to embedding a Complete Streets approach in routine transportation planning. Getting this initial step right can set the stage for better processes and projects. With Council Bill 17-0102, Councilman Dorsey, Bikemore, and their entire coalition have set an ambitious new precedent for how to craft equitable Complete Streets policies, processes, and programs. Equity is more than just a policy goal in Baltimore's proposed ordinance; it is the core requirement of the city's entire Complete Streets program from initial concept to final evaluation. The ordinance is a first step toward correcting systemic underinvestment in transportation infrastructure in communities of color. By patiently building a strong, broad coalition, Councilman Dorsey and Bikemore were able to introduce more ambitious, stringent equity requirements that might not otherwise have been politically viable.

Baltimore's Complete Streets ordinance embodies the themes of equity and implementation in the National Complete Streets Coalition's new and improved policy framework. Other jurisdictions can and should adapt and build upon the model of community engagement used to draft Baltimore's ordinance, as well as their primary focus on reducing safety and accessibility disparities by embedding equity considerations into every step of the program.

For more information, visit <http://www.baltimorecompletestreets.com/>

Location: Las Cruces, NM

Initiative: Downtown Master Plan



View of Plaza de Las Cruces. Photo courtesy of Victor Gibbs.

The City of Las Cruces, NM is one of many cities across the U.S. creating a more mixed-use, accessible, and walkable community. The key to its success? A Downtown Master Plan championed by local residents, business people, elected officials, and city staff that recognizes the strong connection between land use and transportation. Originally adopted back in 2004 and updated in 2013, and again in 2016, the Downtown Master Plan is a living document that reflects the community's vision. This plan was crucial to the city's adoption of a form-based code and advancement of Complete Streets initiatives, including a recent flagship project, Plaza de Las Cruces.

Las Cruces has implemented four of the seven key implementation steps that lead to lasting, successful Complete Streets initiatives:



In the late 20th century, a period marked by nationwide urban redevelopment, the City of Las Cruces made planning decisions that resulted in expansive parking lots, low density development, and high-speed, one-way streets. Many community members refer to this as one of the worst mistakes in Las Cruces' history because it wiped out the city center. Motivated to bring "heart" back to the downtown area, the community worked hard to create a more walkable and accessible community by implementing their Complete Streets policy and Downtown Master Plan.

Implementing Complete Streets

Las Cruces' Complete Streets policy, adopted in 2009, calls for considering Complete Streets when “developing, modifying, and updating city plans, manuals, rules, and regulations and programs.” This stipulation helped the city drive implementation and inform its Downtown Master Plan, which reflects Complete Streets principles and embodies the importance of meaningfully integrating land use and transportation.

The Las Cruces Downtown Master plan has undergone several updates over the years to keep it current and ensure it reflects the desires of the community. The most recent update in 2016 involved five consecutive days of community discussions followed by several open houses over the next few months to refine the recommendations. This plan is impactful due to its focus on creating safe and convenient streets that serve people and not just cars. Specifically, the plan calls for road diets,¹ converting one-way streets into two-way streets (a switch that slows car traffic and encourages more foot traffic), adding wider sidewalks, bike amenities, and a public plaza. These are all considerations that will make it safer and easier for residents of Las Cruces to get to the places they want to go, whether by foot, bike, transit, or car.



Las Cruces regulating plan. Image courtesy of City of Las Cruces and PlaceMakers, LLC.

Form-based code: a tool for people-scaled development

Instead of continuing to rely on its conventional zoning codes and regulations, Las Cruces' Downtown Master Plan laid the foundation for the city to adopt a form-based code in 2016. A form-based code, an alternative to a conventional zoning code, is one tool that cities can use to support mixed-use development and encourage more walkable, diverse communities.² Rather than focusing on what happens inside of buildings, form-based codes focus on the physical form of buildings

(like height, window coverage, how close buildings are to sidewalks, etc.) to create a streetscape that matches the community's vision. One of the impacts of the Las Cruces code is that it no longer mandates the creation of new parking spaces for new businesses, effectively eliminating parking minimums.

Creating accessible public spaces

The city implemented a major part of the Downtown Master Plan's vision in 2016 with the opening of Plaza de Las Cruces, a public gathering space located in the center of the town. In addition to creating a community plaza, the project also narrowed the travel lanes and widened the sidewalks along surrounding streets which has strengthened access to the plaza and the transportation network as a whole. To further ensure the plaza is accessible, the new form-based code will require development around the plaza to be a dense mix of housing and retail spaces. The plaza project is creating space that people want to go to and making sure that people can actually get there.



Opening day at Plaza de Las Cruces. Photo courtesy of Victor Gibbs.

Lessons learned

The story of Las Cruces is a great example of Complete Streets implementation. Instead of simply adopting a strong Downtown Master Plan and letting it sit on a shelf, the city engaged the community to regularly update the plan and ensure it reflected the vision of the community. Since then, the content of the plan has allowed the city to adopt a better zoning code and build projects that people want to use and can easily access.

For more information, visit <http://www.lascrucesdowntownplan.org/>

Location: Québec City, Quebec

Initiative: Complete Streets Prioritization Tool



Avenue Cartier in the heart of Québec City's art district. Photo courtesy of Ville de Québec.

Québec City plans to transform a quarter of its streets into Complete Streets to make it easier for people to get around by walking, biking, and taking public transit, especially in socially and economically underserved neighborhoods. To help decide which streets and public spaces to prioritize for Complete Streets redesigns, the city developed a planning tool that uses information about people and places to predict where Complete Streets will have the greatest benefits to public health and overall quality of life. This unique tool helps the city work with the public to choose and design the most impactful Complete Streets projects.

Québec City has implemented six of the seven key implementation steps that lead to lasting, successful Complete Streets initiatives:



The Historic District of Old Québec is an UNESCO World Heritage Site that dates back over 400 years. As a result of its historic designation, Québec City retains much of its original, narrow street network, which naturally supports walking. However, there's still a range of improvements that can make that experience even better such as resiliency to snow and ice, wider sidewalks, and accessibility for people with disabilities. To further improve comfort and safety for those walking and biking in and around Old Québec, the city adopted a Complete Streets policy in March 2017 based on three principles: creating green streets, encouraging active transportation, and designing with harsh winters in mind. The Complete Streets policy also set a goal of transforming 25 percent of the street network into Complete Streets.

Identifying opportunities and defining priorities for Complete Streets

Guided by its commitment to Complete Streets, Québec City created a design and mapping tool to help identify which streets to prioritize for Complete Streets improvements. To develop the tool, the city invested funds from its annual operating budget and partnered with researchers from Laval University. The tool examined 11 criteria related to Complete Streets, including tree cover, transit options, bike networks, pedestrian circulation, social and economic disparities, security, and degree of street connectivity. Using this information, the tool ranked streets on a scale from one to 10 then mapped the results. By identifying streets that rank poorly and gaps in the network, Québec City prioritized the places that most need redesigns to improve public health, increase tree cover, and promote walking and biking year-round. The city also used the tool to explore which design components would create the greatest potential benefit.

Québec City designed the tool to make it simple to use and understand, even for people without specialized knowledge, to encourage more participation in the planning process. Displaying the results visually through color-coded maps helped the city communicate its priorities with different audiences. The city also designed the tool to be flexible, so the tool can easily add or remove data to reflect new priorities in a changing city.

“By clearly showing that not all streets present the same level of interest for investing time, energy, and financial resources into their redesign, the effort deployed will be proportional to the streets’ potential role in creating an integrated network for active transportation options and improvements to the well-being of its residents as well as the natural and built environments.”

-Peter Murphy, Urban Designer, Québec City



Results of Québec City’s prioritization analysis. Streets in red offer the most potential for integrating the city’s Complete Streets approach, followed by those in orange and yellow. Streets in blue and green offer a relatively lower potential. Image courtesy of Francis Marleau-Donais / UMRsu.

Once the city identified the streets with the greatest potential for change, these streets underwent a second, more complex analysis. The city formed a standing committee composed of transportation, engineering, planning, urban design, and environmental professionals to conduct this second analysis. The committee examined 30 additional criteria including land use, mixed-use zones, community and health services, heat islands, grocery stores and restaurants, access to schools, and parks and recreational facilities, among others. The committee also conducted public outreach to build further consensus on the mapping tool's results and proposed street designs. Depending on the project, the committee used online surveys, design workshops, and open house presentations.

Implementing the tool

Québec City tested the tool on a study area in downtown to demonstrate that it could accurately identify streets with high potential for Complete Streets redesigns. To further validate and improve this process, the city launched several pilot projects, intentionally chosen to encompass a wide variety of street projects at different scales and cost levels.



Rue Saint-Ambroise before and after Complete Streets improvements.
 Image courtesy of SADU / Ville de Québec.

One of these pilot projects occurred on Rue Saint-Ambroise, an important connector street with access to schools, parks, bicycle paths, and neighborhood services. Québec City used its mapping tool to determine which street improvements would most effectively improve conditions for people walking and biking

on Rue Saint-Ambroise. The standing committee then reviewed the project with the 30 additional Complete Streets indicators and consulted with the community using an online survey. Reflecting the street's role as an important connector, the city planned to widen sidewalks, reduce the length of pedestrian crossings, add trees and planters, relocate utility poles to decrease obstacles, and build a small park. The project successfully decreased vehicle speeds and dedicated more space to support walking and biking.

Lessons learned

Québec City's innovative Complete Streets approach shows how cities can use data-based decision-making tools for transparent, rational, and equitable results. By mapping priorities and using other visual planning tools, Québec City improved communication between transportation professionals and the community. The tool provided a starting point for a conversation about which streets to prioritize based on data that was then supplemented and informed by people's lived experiences of the streets. Communities should consider using a similar tool as one component of a broader strategy to use limited public resources most effectively. In that context, Québec has developed a powerful tool that will help guide their efforts to improve quality of life for everyone and create an integrated, accessible street network.

For more information, visit <http://www.ville.quebec.qc.ca/>

Location: Florida

Initiative: FDOT Design Manual



Context-sensitive street typology. Image courtesy of FDOT.

Communities across Florida are consistently named the most dangerous places to walk in the U.S.¹ However, the Florida Department of Transportation (FDOT) has taken that ranking seriously and worked hard to lay the groundwork for safer, more accessible communities in Florida. In 2017, FDOT revised the FDOT Design Manual to help transportation engineers and planners better consider community context when planning and designing state roads. For example, it allows state engineers to design for lower speeds in busier, more urban areas. The manual guides FDOT staff in picking the best road design for different types of environments, such as urban, rural, or suburban, and makes sure FDOT puts “the right road in the right place.”

Florida has implemented all seven key implementation steps that lead to lasting, successful Complete Streets initiatives:



FDOT has taken several steps over the years to implement the Complete Streets policy it adopted in 2014. In 2015, FDOT worked with Smart Growth America to put together a Complete Streets Implementation Plan.² The goal of this plan was to ensure that future transportation decisions and investments address the needs of all users and reflect community goals and context. Revising the FDOT Design Manual to support Complete Streets was a part of the original implementation plan and was necessary to move Complete Streets forward in Florida.

What's in the design manual?

The new design manual describes how FDOT will consider land use when making decisions about planning and road design. It increases design flexibility and considerations for people walking, bicycling, using transit, and driving, as well as freight. Design flexibility allows engineers to choose from a menu of design options so they can better adjust the road design to the needs of a community.

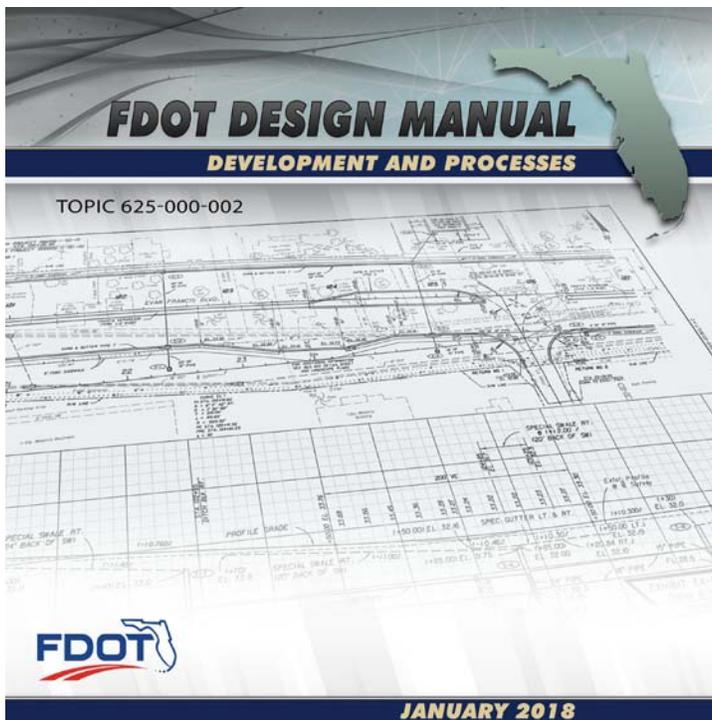


Image courtesy of FDOT.

One important component of the new manual is that it calls for lower design speed on roads. Design speed is a physical parameter that sets, among other things, how fast drivers feel comfortable driving on a particular road. Specifically, the manual allows for the use of lower design speeds on streets in more urban communities. Given that speed is a major factor in the seriousness of crashes—at 20 mph, 93 percent of pedestrians survive being hit by a car versus just 40 percent at 40 mph—this is a significant and important change.³ The manual also includes components that support quality of life and economic development, such as wider sidewalks, on-street parking, and road diets⁴ to give more road space to non-car transportation.

What's the difference between design speed and posted speed limit?

Design speed is the maximum speed at which a vehicle *should* operate with respect to roadway geometry, topography, adjacent land use, and the functional classification of the road. FDOT's Design Manual uses design speed to determine the appropriate physical shape of a road. A lower design speed allows for narrower lanes, bicycle shared lane markings, mid-block crossings, on-street parking, and roadway curves that can influence operating speeds, making it a critical tool for Complete Streets. Influencing the vehicular operating speed required a change in the way that Florida roadways are designed.

The posted **speed limit** is the maximum speed at which a vehicle can *legally* operate. The posted speed limit reflects the anticipated or actual operating speeds on a road, which are determined by a traffic engineering study. Using the Context Classification in FDOT's new design manual should result in a posted speed limit that is consistent with the design speed.

Updating the decision-making process

Over the years, FDOT has worked to better incorporate Complete Streets and land use into its everyday operations and decision making. One example of this is its context classification process. Context classifications cue staff and others to design roads that are appropriate for different types of communities, reflecting the idea that there is no one formula for a Complete Street. The context classifications describe the general characteristics of the land use, development patterns, and roadway connectivity. These characteristics then help guide decision makers to the types of uses and users that will likely utilize the roadway. To institutionalize context classification, FDOT now requires its chief transportation planners in each district to approve the context classification of each project.

Context Zones	Context Classification	Description
Rural	C1	Natural
	C2	Rural
Rural Town	C2T	Rural Town
Suburban	C3R	Suburban Residential
	C3C	Suburban Commercial
Urban	C4	General Urban Residential
	C5	Urban Center
Urban Core	C6	Urban Core

Context classifications. Image courtesy of FDOT.

The draft of the design manual was made available in April 2017 and some district offices have already started using it, stating that they appreciate the flexibility that it offers. The manual was only officially adopted in January 2018, but its new, more tailored approach is sure to have a positive impact on Complete Streets across Florida.

Lessons learned

Complete Streets implementation relies on using the best and latest state-of-the-practice design standards and guidelines to maximize design flexibility. Revising the design manual was a necessary step to make streets safer for people in Florida. Overcoming this hurdle will make it easier for FDOT to better match the right design to the right road going forward. By designing roads that are more appropriate for the community they're in, FDOT hopes to improve safety, economic development, and quality of life in Florida.

For more information, visit <http://www.FLcompletestreets.com/>

Location: Philadelphia, PA Initiative: Philly Free Streets



Philly Free Streets 2017. Photo courtesy of Darren Burton.

In 2017, Philly Free Streets took over one of the streets Philadelphia prioritized through its Vision Zero program. They temporarily closed it to cars and opened it up for residents to stroll and explore by foot and bike for one day. The ten-mile, car-free route gave participants an opportunity to experience streets as public spaces designed for people. In collaboration with Philly’s Vision Zero program, the event served as an opportunity for people to share their thoughts for their streets and transportation system while also supporting community organizations and businesses along the corridor.

Philadelphia has implemented six of the seven key implementation steps that lead to lasting, successful Complete Streets initiatives:



Strong partnerships means strong programs

Philly Free Streets 2017 was a one-day event in October where the city temporarily closed a 10-mile stretch of streets to cars, and opened it up for residents to stroll and explore by foot and bike. The City of Philadelphia's Office of Transportation & Infrastructure Systems operated the event with support from the Knight Foundation, and Niantic, the creator of Pokémon GO. The city also intentionally partnered with community leaders like Mural Arts Philadelphia and members of North Philadelphia's Fairhill neighborhood who co-led the planning process for the event, as well as the design and installation of the pop-up pedestrian plazas, parklets, and murals.

Building community in the middle of the street

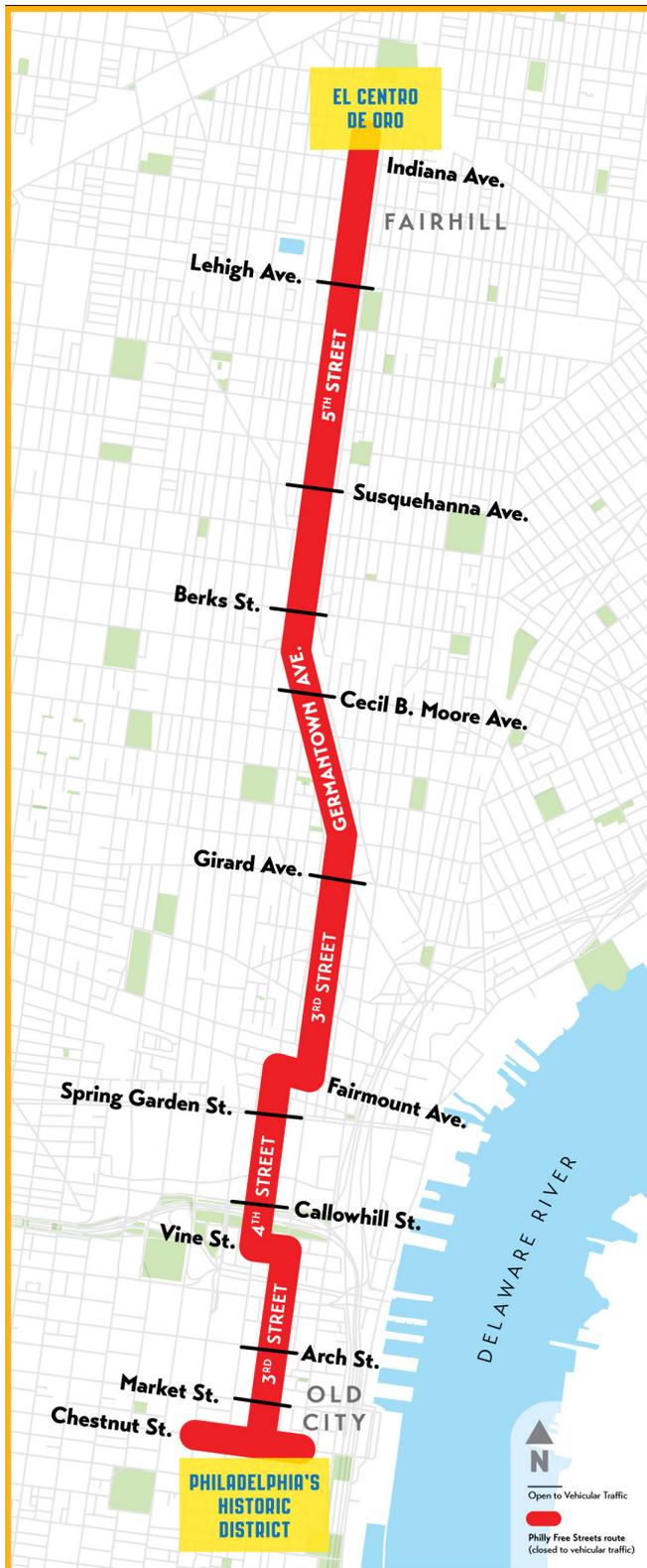
Community events like Philly Free Streets provide opportunities for people to meet their neighbors, and experience their home in a way they never have before. In Philadelphia, the organizers intentionally provided opportunities for people to share their desires for their streets and transportation system at large. For example, participants were invited to use pop-up pedestrian plazas and parklets—small “parks” that replace parking spaces along the sidewalk—that demonstrated the possibility for a more even distribution of street space between cars and people.

The City of Philadelphia's Office of Transportation & Infrastructure Systems houses their Office of Complete Streets. Philadelphia was the first U.S. city to hire a Complete Streets Director.

The event attracted more than 40,000 participants, 10,000 of which used the Pokémon GO platform to explore the history and culture of the neighborhood along the route. Pokémon GO is a game you can play by downloading a free app on your smartphone. The game uses your phone's camera and GPS location to create an augmented reality where you embark on scavenger hunts, while also exploring parks and landmarks in the real world.



Pop-up pedestrian plaza at Philly Free Streets 2017. Photo courtesy of Liz Lankenau.



Philly Free Streets 2017 route map. Image courtesy of City of Philadelphia.

Elevating Vision Zero

This year's car-free route took advantage of a corridor that connects Philadelphia's Historic District and El Centro de Oro, a hub of the city's Latino culture due to its bustling Latino-owned shops and community organizations. One of the main reasons the corridor was selected is because it is a Vision Zero priority corridor that sees higher rates of serious traffic crashes.

Philadelphia is one of more than 30 U.S. cities that have committed to Vision Zero—the goal of eliminating traffic fatalities and severe injuries in a certain timeframe—and the city has adopted a strategy to reach that goal. Selecting this particular corridor gave organizers an opportunity to talk with residents about the importance of Philadelphia's Vision Zero program.

Lessons learned

This program is redefining streets as community spaces, at least temporarily, by promoting active transportation and using unique methods, like Pokémon GO, to engage a large group of participants in discussions around Philly's history, culture, and transportation network. By partnering with Philadelphia's Vision Zero program, Philly Free Streets is helping lead the conversation about dangerous roads and engaging residents in that discussion.

You can stay tuned for Philly Free Streets 2018 program updates via their website or on social media:

- Twitter at [@PhillyFreeSts](https://twitter.com/PhillyFreeSts)
- Instagram at [@PhillyFreeStreets](https://www.instagram.com/PhillyFreeStreets)
- Facebook at [@PhillyFreeStreets](https://www.facebook.com/PhillyFreeStreets)

For more information, visit <http://www.PhillyFreeStreets.com/>

Location: Warsaw, MO

Initiative: Warsaw Riverfront Trails



Warsaw Riverfront Trails. Photos courtesy of Warsaw.

Warsaw, MO is a rural community with a population of just over 2,100 residents, but that small size didn't stop it from successfully launching transformative Complete Streets and Safe Routes to School programs. Thanks to two decades of persistent, strategic funding applications, strong partnerships, and supportive leadership, Warsaw gradually created a comprehensive mixed-use trail system along its waterfront with connections to the downtown core, historic sites, and recreational facilities throughout the region. Prior to building out its trail network, Warsaw, like many places in rural America, had difficulty competing for public and private investment. Today, this trail system is an iconic destination that attracts visitors, private developers, and new residents to the town. Warsaw is now scaling up efforts to extend Complete Streets connections throughout the town's street network and to surrounding communities.

Warsaw has implemented five of the seven key implementation steps that lead to lasting, successful Complete Streets initiatives:



Warsaw, MO sits along the Osage River between two of Missouri's biggest lakes. The town formally adopted a Complete Streets ordinance in 2016, but it has been working to improve multimodal connectivity and revitalize its waterfront for more than two decades. In 2006, Warsaw developed a Trail Masterplan that outlines its vision for a comprehensive trail network with connections between Warsaw's downtown and its string of waterfront parks. The network also connects to regional recreation facilities (including a mountain bike trail system, golf course, and sports complex with baseball fields) as well as historic landmarks such as Drake Harbor, the Lewis and Clark route, and the Truman Dam visitors' center. Through collaboration with the Missouri Department of Transportation (MoDOT), Warsaw's trail network also integrates with on-street bicycle facilities and Safe Routes to School sidewalk improvements.

Today, just 12 years later, the plan is within 1,200 feet of completion and will form the backbone of additional on-street connections in and around Warsaw as the town scales up its Complete Streets program. The trail network has helped strengthen Warsaw's identity and attracted over \$4.5 million in private investment. New coffee shops, restaurants, and bicycle shops now thrive downtown, and these investments have created new jobs opportunities for the community. In addition to serving as a vital asset for recreation, Warsaw's trail network and Complete Streets improvements have become an economic engine for the small community.

Planning, partnerships, and personnel

Despite its small size and limited budget, Warsaw successfully implemented its extensive trail network and kicked off a broader Complete Streets program by using a “three P's” approach: planning, partnerships, and personnel.

Warsaw developed its 2006 Trail Masterplan through a collaborative **planning** process between town staff, community members, and landscape architecture students from Drury University. These groups conducted visioning exercises to develop a rough concept plan for the trail network that engineers later refined. Having an established plan and vision for the entire network made Warsaw more competitive for state and federal grants. The collaborative process got community members excited about the project and gave internal staff clear direction for how to build out its network. Warsaw's planning efforts also facilitated public and private investment near the trails for everything from historic building restoration projects to new entertainment and recreation facilities.

To make the waterfront trail network and on-street Complete Streets connections a reality, Warsaw curated strong **partnerships** with local, state, and federal agencies, including MODOT and the US Army Corps of Engineers. Due to Warsaw's proximity to the Truman Dam, the Corps of Engineers owns a great deal of waterfront property in and around the town, and they lease many of these properties to Warsaw for its recreational facilities. These include Warsaw's golf course, baseball sports complex, mountain bike system, and historic Drake Harbor, all of which connect to the waterfront trail network. The Corps of Engineers was a valuable partner throughout the planning and construction processes by authoring strong letters of endorsement to support grant applications.

MODOT was another instrumental partner in creating on-street connections to the trail network. When MODOT planned to repave State Highway 7 that runs through Warsaw, the town advocated for the addition of buffered bike lanes along the route to extend access to the trail network. MODOT also collaborated with Warsaw to implement sidewalk improvements as part of Warsaw's Safe Routes to School initiative, which also feeds directly into the trail network.

Finally, Warsaw took steps to empower town **personnel** to get their hands dirty implementing projects on the ground. The town held trainings for its Parks Department staff to equip them with the skills they'd need to construct and maintain their own trail projects. In addition to building skills, these trainings shifted the internal culture at Warsaw's Parks Department by giving staff members a sense of pride and responsibility over these projects and helping them understand the value they bring to the community. These trainings also made it far easier for the town to fund and implement small-scale projects by providing additional staff time and labor to satisfy grant requirements, and Warsaw saved time and money that might otherwise have been spent on outside contractors.

”A thousand feet at a time”

Even with the three P’s approach, large grants for big-ticket projects remained out of reach for the small town because of strenuous matching fund requirements. Warsaw got around this by going after smaller pots of funding to gradually build out its network in 1,000 to 1,200 foot increments. Thanks to the three P’s approach and persistent efforts by town staff, Warsaw successfully secured more than 45 grants over the course of two decades to support planning studies, downtown façade and streetscape improvements, and bicycle and pedestrian projects. In total, these grants brought over \$9 million in federal funds and almost \$2 million in state funds to Warsaw. These grants came from a variety of programs, including TAP (Transportation Alternative Program), RTP (Recreational Trails Program), and CDBG (Community Development Block Grant). Warsaw also went after creative sources of funding such as water preservation grants from the Missouri Department of Natural Resources.

Moving forward, Warsaw will continue pursuing state and federal funding to build out the on-street portion of its bicycle and pedestrian network. By formally adopting a Complete Streets ordinance, Warsaw hopes to collaborate with private developers to improve its street network to support walking and biking. The town is also submitting applications for TIGER funding to convert four major downtown streets into Complete Streets.

Embracing Complete Streets

When Warsaw first began building its trail network back in 1997, “multimodal” was a brand new concept to the community. At first, people weren’t enthusiastic about bicycle and pedestrian projects. By gradually building out trail network connections to regional attractions and recreational facilities that people already used, Warsaw demonstrated the value of having walking and biking facilities. Now that the project has strong support from the community, Warsaw has gradually shifted its focus toward providing on-street connections to the network beginning with the Highway 7 bike lanes and Safe Routes to School sidewalk and crosswalk improvements.

“We’ve created a sense of pride here for the community. When people come here, they’re amazed with what we have.” -Randy Pogue, Administrator and Planner, Warsaw

Today, the waterfront trail network is a staple of community life in Warsaw. The town holds events and festivals along the trails that draw attendees from within and beyond the area, and many people moving to the town cite the trail system as a driving factor behind their decision to relocate to Warsaw.

Lessons Learned

Warsaw’s long-term commitment to Complete Streets proves that you don’t need to be a big city to implement a successful Complete Streets program. Other small towns can learn from Warsaw’s success by implementing the same strategies, including laying the groundwork through strong planning efforts, curating partnerships with other agencies, and empowering their personnel through trainings. Taking these steps will make rural places more competitive for state and federal funding and help them follow Warsaw’s lead by implementing Complete Streets projects incrementally. With patience, persistence, and commitment from elected leaders and town staff, other communities like Warsaw can harness Complete Streets as a tool for revitalization and economic development.

For more information, visit <http://www.welcometowarsaw.com/>

Location: Stoneham, MA

Initiative: Complete Streets Champion Erin Wortman



Visitors describe their routes through the Town Center.



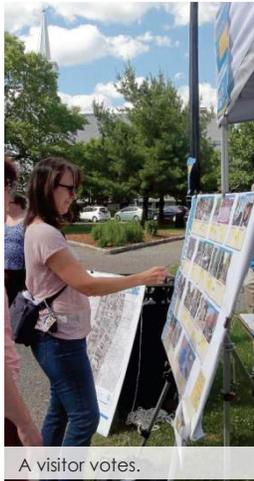
Sharing design ideas for Stoneham Square.



Visual Preference Voting.



Commenting on goals.



A visitor votes.



Common routes.



A new idea for how to design Central Street.

Design charette at the Town Common Farmer's Market. Photo courtesy of Town of Stoneham.

Erin Wortman goes above and beyond to address the needs of some of the most vulnerable people who use the road in Stoneham, MA. As the town's Director of Planning and Community Development, Ms. Wortman consistently prioritizes safety, mobility, and accessibility for seniors through plans, community engagement efforts, and direct improvements to the transit system. Her leadership leads to better quality of life for older adults by making it easier for them to reach medical appointments and advocate for themselves at public meetings and workshops.

Stoneham has implemented four of the seven key implementation steps that lead to lasting, successful Complete Streets initiatives:



Working with MassDOT

In 2016, the Massachusetts Department of Transportation (MassDOT) launched its statewide Complete Streets Funding Program to provide grants for towns and cities to send staff to Complete Streets trainings, adopt Complete Streets policies, develop prioritization plans, and implement local Complete Streets projects.¹ In just two years, this initiative had a huge impact on the advancement of Complete Streets throughout the state. As of early 2018, 146 municipalities in Massachusetts adopted Complete Streets policies, and 90 completed prioritization plans. The program also directly funded 68 Complete Streets projects and indirectly contributed to countless more.



Photo courtesy of Erin Wortman.

Local leaders throughout Massachusetts are taking advantage of this innovative program to advance Complete Streets in their towns and cities, including Erin Wortman, Director of Planning and Community Development in the Town of Stoneham, a Boston suburb with about 20,000 residents. Under Ms. Wortman's leadership, Stoneham focuses on improving safety, mobility, and accessibility for one of the most vulnerable and least represented groups of people who use the street: older adults. In Massachusetts, people over the age of 65 are almost three times as likely to be struck and killed by cars while walking compared to younger people.²

Overcoming barriers

Ms. Wortman oversees the Stoneham Transportation Advisory Committee (STAC), which hosts monthly public meetings and Complete Streets working groups to collect input on everything from where people want bicycle parking to which transit improvements they care about. In the past, even though nearly a quarter of Stoneham residents are seniors, this group was the least represented in the town's public engagement efforts because of difficulty traveling to public meetings. Additionally, seniors' transportation needs were consistently not being met. A regional survey of 17 communities found that Stoneham had the worst transportation gaps for older adults. To make the transportation planning process more inclusive, Erin decided to host meetings in the places where older adults already spend time so it would be easier for them to participate. She began holding the monthly STAC meetings at the Stoneham Senior Center instead of Town Hall.

One transportation challenge that came up consistently for seniors was access to healthcare. To address this problem, Ms. Wortman helped the town's Council of Aging secure funding from MassDOT to purchase a new van. They now use this van to provide on-demand shuttle service to help seniors get to and from medical appointments.

Planning for an age-friendly future

With support from MassDOT's Complete Streets Funding Program, Ms. Wortman oversaw Stoneham's adoption of a Complete Streets policy and the development of a prioritization plan. This plan pays particular attention to improving connectivity between the places where older adults live and spend time, and it also addresses safe routes to schools, better access to public transit, and increased parking for bicycles. In addition, through her work with STAC, Ms. Wortman helped extend the hours of service for one of Stoneham's most heavily used bus routes, which benefits people of all ages. Her leadership has been instrumental in creating a safer, more equitable, and more accessible transportation network in Stoneham that allows older adults to age in place.

“An ongoing local conversation is how the community can address the ever-growing need for seniors to maintain their quality of life and retain their independence...We need to be intentionally better. Every planning process in Stoneham has a daytime engagement component held at the Stoneham Senior Center, a familiar and central location. It's important to invite and include seniors, healthcare providers and institutional representatives to meetings and forums to have an open needs assessment discussion, brainstorm ideas and identify solutions for all on an ongoing basis. Planning must be deliberate, thoughtful, and clear with our efforts. By purposefully including the most underrepresented, we are not only providing more information and platforms to the public but also encouraging people to participate and work together on finding solutions for all rather than the few.”

-Erin Wortman, Director of Planning and Community Development, Stoneham

Lessons learned

Other champions of Complete Streets throughout the country can benefit from the example set by Erin Wortman. Ms. Wortman's leadership demonstrates how much can be achieved by paying attention to the unique needs of vulnerable populations, then taking targeted steps to address the specific challenges they face. Whether it's difficulty accessing healthcare, schools, jobs, shops, or even public meetings, Ms. Wortman has shown how strong leadership and forward thinking can lead to a safer, more accessible transportation system that supports mobility for people of all ages and abilities.

For more information, visit <http://www.stoneham-ma.gov/>

Location: Bloomfield, NJ Initiative: VELO Bloomfield



Photo courtesy of VELO Bloomfield.

Based in Bloomfield, NJ (18 miles from New York City), VELO is a media and advocacy organization that informs and educates the public and policymakers on how to make the streets of Northern New Jersey safer for people, regardless of gender, age, race, disability, and/or socioeconomic status. VELO’s approach to equity includes raising the profile of transportation issues to policy and decision makers in working class, Latinx, and African-American communities. VELO excels in their community engagement efforts by not requiring people to alter their daily routines to participate. Since their launch, they have championed Complete Streets implementation, particularly in the immediate Bloomfield area, and amplified the voices of community members around transportation policies.

VELO has implemented three of the seven key implementation steps that lead to lasting, successful Complete Streets initiatives:



What is VELO Bloomfield?

VELO Bloomfield was founded in 2016 by environmental biologist Dr. Charles Sontag and Lark Lo, who runs VELO's daily operations. The name VELO comes from the French word for bicycle, *vélo*. VELO is funded by donations, community memberships, and the Partners for Health Foundation, which supports strategies to address unmet community needs among vulnerable populations.

VELO connects people to information about how to reduce car dependence, and improve conditions for walking, biking, and using public transit in communities that have been historically underserved. America's history of systemic discrimination and exclusion based on race and income extends to decisions made about transportation and cannot be ignored. Communities of color, especially African Americans, bore the brunt of discriminatory government policies that made funds for transportation improvements in their neighborhoods hard to receive; the effects are still being felt today. Reflecting this fact, The National Complete Streets Coalition defines equity in Complete Streets as intentionally prioritizing the communities that have been disproportionately impacted by past transportation policies and practices. In our new policy grading framework (**see Appendix B**), jurisdictions are now required to include equity in Complete Streets policies and plans.

Through gradual changes, educational campaigns for all people that use the road, and targeted outreach VELO is working to make streets, and the transportation system more broadly, safe, convenient, reliable, affordable, accessible—regardless of race, ethnicity, religion, income, gender identity, sexual orientation, immigration status, age, ability, languages spoken, or level of access to a personal vehicle.

Making a tangible difference

Since its launch in 2016, VELO has led several notable campaigns that have made streets in North Jersey safer for the people who rely on them to get around. VELO successfully advocated for a four-way stop sign on an intersection (Watsessing and Grove) that connects the walkable community of Halcyon Park to the New Jersey Transit Hudson-Bergen Light Rail.¹ Prior to the stop sign installation, the intersection was more dangerous due to high-speed traffic and a large number of people crossing to access the light rail and nearby schools.² For years residents of Bloomfield advocating for safety improvements were told that it was a county road so nothing could be fixed. After an investigation, VELO discovered that the road was indeed under Bloomfield's jurisdiction.³

The “Don't Drive Like a Scary Monster” campaign during Halloween put the onus on drivers instead of children in regards to safety during trick-or-treating, when the streets are filled with young children and parents walking. A few years ago Streetsblog also emphasized the importance of not shaming people who walk but instead placing responsibility first and foremost on those driving a two-ton motor vehicle.⁴ VELO also produced a pledge from North Jersey mayors and policymakers to spend the same amount on infrastructure in communities of color and working-class communities as spent on predominately white and middle-class communities. The blog for VELO Bloomfield has reached communities that have not traditionally been looped into urban planning conversations related to Complete Streets. Within the blog, VELO also created the Cycle Tracks zine, which encouraged people to write about their experiences not traveling in cars.⁵



Photo courtesy of VELO Bloomfield.

“Complete Streets are NOT just a stop sign, a crosswalk or a sign that says slow down. Complete Streets is a holistic approach to traffic (and people are part of traffic) that uses different solutions depending on what a community needs to make the streets of a town accessible, comfortable and safe for everyone who uses them.” -Lark Lo, Co-founder, VELO



Lark Lo with Mayor Michael Venezia and artist Papa Tall at Bloomfield bike depot’s mural unveiling. Photo courtesy of Owen Proctor / NorthJersey.com.

VELO also helped connect a local artist in Bloomfield to paint a mural at the town’s bike depot in collaboration with Bloomfield Parking Authority and the New Jersey Bike Walk Coalition. Papa Tall, the artist, moved to the United States from Senegal two decades ago and turned the depot’s previously blank walls into a message representing “love and family on the road.” Anyone who lives in Bloomfield can sign up for a membership with the bike depot which provides secure, covered bike storage.

Lessons learned

We asked co-founder Lark Lo what others could learn from VELO:

“Because of VELO people understand what Complete Streets are, we are educating the public on what TIGER Grants are, we also have brought the conversation of equity to the forefront of Essex County. Transportation is an equity issue. If you can’t walk home, if you can’t get to work, then your life choices are limited. Freedom of movement is the cornerstone of Civil Rights. Our work has made people from Montclair to Bloomfield to Newark ask questions like, ‘What is the pedestrian level of service?’ at urban planning meetings. We’ve elevated the conversation of transportation. While all changes are collaborative efforts via community, municipal, and county levels, our community is getting changes more quickly, such as making the intersection (Watsessing and Grove) safer.

“What transportation advocates can learn from VELO is the community will champion Complete Streets and multi-modality if they know what it is. Equity is something that can be part of the conversation between planners and politicians if they know someone is paying attention and reporting on the issue. Speak in common language and make an effort to be engaging.

“If you can’t move, what is the difference between you and someone with an ankle bracelet? We punish people by preventing their movement. Accessible streets for people of all ages, all ability levels, all genders, and all races from urban Essex to suburban Essex using the media is our goal.”

VELO Bloomfield is breaking down the barriers to community engagement by creating a one-stop shop website and point of contact for transportation issues in Bloomfield and surrounding neighborhoods, thus making it accessible for people to get information that will affect their lives. Whether it’s signing a petition for a safer county road, posting the next open house meeting for the regional transportation plan, or co-hosting a workshop at the neighborhood bicycle depot, VELO is pursuing equitable Complete Streets and using simple but effective tactics to reach audiences that may not otherwise have been engaged with transportation planning issues.

For more information, visit <http://www.velomynameis.org/>

Location: Bonita Springs, FL Initiative: Downtown Improvements Project



Aerial view of new roundabout. Photo courtesy of City of Bonita Springs.

Motivated to improve accessibility and safety in its downtown area, the City of Bonita Springs, FL worked with the both the community and private sector to create a more people-friendly downtown area. Through its Downtown Improvements Project, the city created a better connected street network for people walking, biking, and taking transit. The city also incentivized development that promotes job growth and affordable housing.

Bonita Springs has implemented four of the seven key implementation steps that lead to lasting, successful Complete Streets initiatives:



In 2016, Smart Growth America’s Dangerous by Design report ranked the Cape Coral-Fort Myers metro area as the most dangerous area in the country for people walking.¹ Bonita Springs, a small city within the Cape Coral-Fort Myers area, is surrounded by communities with residents who walk or bike out of necessity. Part of the motivation for this project is that the city wanted to create an area that was safer and more accessible to people biking and walking.

After unanimously adopting a Complete Streets policy in 2014, the Bonita Springs’ City Council began work on several of their Complete Streets initiatives, including the Downtown Improvements Project. A collaborative effort of the City Council, city staff, consultants, and residents of Bonita Springs, the project combined an environmentally-friendly street redesign with an economic development incentives program.

True to its Complete Streets policy which states that “all road projects should be designed to accommodate all users,” Bonita Springs Downtown Improvements Project prioritizes the safety of all users equally and creates a more connected transportation network. The new street network has bike lanes, and two new roundabouts, which research shows are safer than intersections with stop signs or signals.² The new roundabouts, on-street parking, trees, and stamped concrete (a road treatment that makes the road feel like cobblestone) all contribute to slowing traffic. More than just a traffic calming technique, trees provide environmental benefits, like air filtration, and shade which creates a more enjoyable environment for walking.



Photo courtesy of City of Bonita Springs.

Creating a walkable community

The city improved the downtown area for people who walk by adding wider sidewalks and additional benches near sidewalks. Adding benches is a simple measure cities can take to encourage older adults in particular to walk to their destination by providing a guaranteed place to rest along the way. A local bridge which connects the north and south banks of the downtown area was also widened by three feet, allowing for the construction of two nine-foot wide sidewalks over the bridge. In all, the project made it easier for residents and people from surrounding communities to walk to places within Bonita Springs.

Beyond street design

The comprehensive Downtown Improvements Project went beyond a basic street redesign and included environmentally sustainable components and incentives for developers. Fulfilling the “green infrastructure” requirement laid out in Bonita Springs’ Complete Streets policy, the project included innovative, sustainable stormwater treatment like pervious pavers for on-street parking which help reduce pollution from stormwater runoff and relieve pressure on the storm sewer system.

The city also provided incentives for the economic redevelopment of the downtown area. For example, the city paid incentives to businesses who created new jobs in the downtown area, or improved their landscaping or revamped the building facade—improvements that make it more enjoyable for people walking or biking. The city also gave rent subsidies for business who located in downtown Bonita Springs during the construction. The zoning code, which was approved by Bonita Springs’ Local Planning Agency and City Council, also incentivizes developers to include landscaping, public art, public space, affordable housing, and sustainable construction methods within their upcoming development projects.

Lessons learned

In a county that was recently ranked the most dangerous in the country for people walking and biking, Bonita Springs is making an effort to turn things around for its community. The City Council, city staff, consultants, and residents of Bonita Springs worked together to implement multi-faceted Complete Streets project that created a more connected street network for people walking, biking, and taking transit, and incentivized smart development.

For more information, visit <http://www.bonitaspringsdowntownimprovements.com/>

Location: Alexandria, VA Initiative: King Street Project



King Street after Complete Streets improvements. Photos courtesy of City of Alexandria.

The City of Alexandria, VA took advantage of a routine street resurfacing project on a section of King Street as an opportunity to make significant Complete Streets improvements on a section of this main corridor. The city’s community feedback process and pre-project evaluation data helped it set project goals that influenced the final design, like the addition of more crosswalks, buffered bike lanes, and updated bus stops. Most importantly, after finishing construction, the city took the time to evaluate the project’s impact and better understand if it achieved its goals—building support for future improvements elsewhere.

Alexandria has implemented four of the seven key implementation steps that lead to lasting, successful Complete Streets initiatives:



King Street is a major thoroughfare in the City of Alexandria's transportation network and over the years, the city has worked on updating portions of the corridor with Complete Streets improvements to create a safer and more accessible road. This particular project updated a section of King Street that serves a local high school, several churches, a recreation center, a healthcare center, and many neighborhoods with single family homes. In the last decade, an average of seven crashes a year have happened on this road—a number that the city hoped to reduce through this project.

The pre-project evaluation

Alexandria routinely evaluates resurfacing projects for basic Complete Streets needs, which includes updating ramps and restriping crosswalks to ensure people walking can safely access the street regardless of age and ability. And since this particular street was slotted for additional bicycle infrastructure in the city's Pedestrian and Bicycle Master Plan, the street was also evaluated for additional multimodal improvements which can include adding bike lanes, new crosswalks, and updating intersection signaling.

The comprehensive pre-project evaluation for King Street included:

- Counting the number of pedestrian, bicycles, and vehicles
- Measuring the traffic speeds and delay on King Street and nearby streets
- Collecting safety data like crashes and their severity
- Reaching out to the community to gather feedback



King Street before Complete Streets improvements. Photos courtesy of City of Alexandria.

Using community feedback

As part of the community feedback process, which included several public meetings and surveys, the city staff learned that residents had growing safety concerns for people biking and walking and that they wanted better and more accessible intersections and bus stops.

That community feedback and pre-project evaluation data was then used to inform the project's goals. Project goals included:

- 1) Improving the safety and convenience for all street users
- 2) Providing facilities for people who walk, bike, ride transit, or drive cars
- 3) Implementing City Council adopted plans and policies

Based on the community feedback and project goals, the final project design included the following roadway improvements, a road diet,¹ more crosswalks, buffered bike lanes, updated bus stops, and a reduction of the speed limit to 25 mph.

Now that the project is complete, how did it affect the community?

It's been a year since the completion of the project and the impact has been immense. In the first year of implementation there have been zero traffic crashes, down from an annual average of seven. Along most of the corridor, the average vehicle speeds were reduced by 18 percent. Traffic delay at one of the intersections has slightly increased in the morning peak hour, while the other intersections along the corridor have seen minimal or no additional changes to delay. And post-project studies indicate that nearby streets have not seen an increase in traffic either, which was an original concern from several residents.

Lessons learned

Because it took the time to evaluate the project before and after implementation, the city can say with certainty that it has created a much safer corridor for all users and modes between Alexandria's West End and Old Town Alexandria. Evaluation is a key piece of Complete Streets that should not be overlooked; it is essential to understanding if transportation projects have achieved their goals, communicating the results (and hopefully benefits) to the public, and building public support for future projects.

For more information, visit <http://www.alexandria.gov/kingstreet/>

Location: Rochester, NY

Initiative: Inner Loop East Transformation Project



Inner Loop East Transportation Project site plan. Image courtesy of City of Rochester and Stantec.

Through the Inner Loop East Transformation Project, the City of Rochester, NY is reimagining its street network by putting people and place before cars. Thanks to a TIGER grant and broad support from the community, Rochester is converting an outdated urban expressway into a walkable, bikeable Complete Streets boulevard. The project reconnects the neighborhoods once divided by the expressway and works toward achieving the goals set forth in the city's Complete Streets ordinance and Master Plan.

Rochester has implemented three of the seven key implementation steps that lead to lasting, successful Complete Streets initiatives:



The Inner Loop East Transformation Project is the culmination of a broader Complete Streets initiative in Rochester, NY. The city formally established its commitment to Complete Streets in 2011 by adopting a Complete Streets ordinance. The ordinance pledged to “create an interconnected network of transportation facilities which accommodate all modes of travel.” Three years later,

the city revised its Center City Master Plan to support this commitment to Complete Streets, re-envisioning downtown Rochester as “an urban community of lively streets and public spaces that provided a desirable place to live and work.”¹ By taking these steps, the city has made it easier to implement Complete Streets improvements on the ground and identify which corridors need to change to realize this vision. Rochester recognized that the Inner Loop, a major car-oriented bypass dug into the ground, was inconsistent with the city’s new vision and decided it was time for a change.

The Inner Loop: a brief history



Photos courtesy of City of Rochester.

Like many cities around the country, Rochester experienced rapid, sprawling growth in the aftermath of World War II. Suburbanization created new travel patterns with an increasing number of commuters driving into and out of the downtown core. In an effort to mitigate congestion, the city carved a series of trenches through its downtown. This ring of sunken bypasses formed the Inner Loop, a project that was hailed as innovative at the time. Unfortunately, like most urban highway systems, the Inner Loop ultimately stifled downtown development, disconnected neighborhoods, and made it more difficult for people to walk, bike, and ride public transit into downtown.

The Inner Loop transformation: a better future

To create better street connectivity downtown and create new opportunities for development and active transportation, Rochester is filling in a 4,500-foot stretch of the Inner Loop to create a new Complete Streets boulevard at street level. Thanks to broad support from a range of stakeholders, including neighborhood groups, business associations, and real estate developers, Rochester successfully applied for a federal TIGER grant to help fund the transformation. The TIGER grant covers 80 percent of the cost of the \$21 million project, supplemented by smaller matching contributions from the state and city governments. Construction began in November 2014 and ended in December 2017.

In addition to filling in a portion of the six-lane sunken expressway, the project also converts the existing surface-level streets that run alongside the Inner Loop into green space and land for redevelopment. In all, the city is eliminating 12 lanes of roadway designed exclusively for high-speed traffic, freeing up 5.7 acres of land for mixed-use development along a new, walkable boulevard. The redesigned corridor includes landscaping, protected cycle tracks, wide sidewalks, and frequent crosswalks. This design also reconnects nearby residential neighborhoods to the East

End, a vibrant downtown district, by restoring the portions of the street grid formerly blocked off by the Inner Loop.

As a result of this transformation, Rochester expects to see many important benefits including improved traffic safety, increased public and private investment, job creation, and reduced maintenance costs. The project will also support healthy living and sustainability by providing connected infrastructure to support walking and biking.



Photo courtesy of City of Rochester.

Lessons learned

Retrofitting outdated, car-oriented infrastructure is a common challenge to Complete Streets implementation, particularly in places that experienced rapid suburbanization after World War II. Towns and cities around the country can learn from Rochester's example to reshape their own urban expressways as people-oriented Complete Streets. This innovative project demonstrates that with broad community support and a bold vision for change, it is possible to reimagine major car-centric highways as vibrant public spaces with broad benefits for health, safety, mobility, connectivity, and economic vitality.



Newly constructed protected bike lane with street trees. Photo courtesy of Stantec and City of Rochester.

For more information, visit <http://www.cityofrochester.gov/InnerLoopEast/>

Location: South Bend, IN Initiative: Smart Streets



Smart Streets improvements on St. Joseph Boulevard. Photo courtesy of City of South Bend.

Years of prioritizing moving cars as quickly as possible turned South Bend’s downtown streets into high-speed thoroughways that were unsafe for all people who use the road. To turn its downtown into a place where people would feel comfortable walking, biking, shopping, and spending time, South Bend, IN launched the Smart Streets initiative. Over the course of three years, this initiative transformed seven major roads from one-way, high-speed thoroughways into two-way Complete Streets. The city also introduced several roundabouts, intelligent traffic signals, and countless streetscape improvements for pedestrians, bicyclists, and local businesses. Thanks to these changes, South Bend’s downtown has seen about \$100 million in new investment.

South Bend has implemented four of the seven key implementation steps that lead to lasting, successful Complete Streets initiatives:



In the early 1970's, the City of South Bend converted its downtown street grid into a network of one-way roads to move traffic as quickly as possible from one end of the city to the other. Like other cities at the time, South Bend thought these four-lane, one-way thoroughfares would help manage traffic congestion more efficiently, especially during peak commuting hours. Instead, these roads created a downtown where cars raced past at 50 miles per hour and where people didn't feel safe or comfortable walking, biking, or window-shopping. But today, South Bend is pursuing smarter ways to improve traffic without sacrificing safety, walkability, and economic growth through their Smart Streets initiative.

A smarter, safer South Bend

The Smart Streets initiative makes it easier for people to safely share the street regardless of age, ability, or mode of transportation. The project converted seven key downtown routes from one-way, four-lane speedways into two-way Complete Streets. The redesigned streets include a variety of traffic calming measures and streetscape improvements, such as landscaped medians, street trees, curb extensions, raised crosswalks, protected cycle tracks, bus shelters, and pedestrian-scale LED lighting. The project also improves both safety and traffic efficiency by replacing three major downtown intersections with roundabouts.

True to its name, the Smart Streets initiative makes use of innovative new technologies to improve traffic flow on South Bend's streets. Certain intersections in the project area are now equipped with traffic signals that use thermal technology to detect cars and people walking or biking. These intelligent traffic lights adjust signal timing based on real-time information to reduce congestion. The project also introduces other "smart" interventions, such as embedding LED lights directly into the pavement to improve visibility at major crosswalks and make it safer for people to cross the street. The new Smart Streets also have porous pavement in the new parallel parking lanes to absorb stormwater and reduce flooding in the street.



Main Street before and after Smart Streets. Photo courtesy of City of South Bend.

Construction on the Smart Streets initiative began in 2014 and was officially completed in June 2017. Thanks to these improvements, South Bend has successfully converted its downtown from a high-speed, car-centric thoroughway to a downtown destination that supports walking, biking, and local businesses.



St. Joseph Boulevard before and after Smart Streets. Photo courtesy of City of South Bend.

Leading the way to smarter streets

Reconfiguring so many major routes through downtown South Bend was no small feat. Pulling off change on this scale required strong leadership from both city staff and elected leaders. The South Bend Department of Public Works and Department of Community Investment worked together closely, and the initiative received strong, vocal support from Mayor Pete Buttigieg. The mayor worked with city staff to win over the support of local residents and business owners, touting Smart Streets as an important investment in South Bend's future and explaining the advantages in understandable terms: fewer crashes, higher property values, and increased sales.

**“It’s slower and that’s the point. No great downtown is a through-way.”
 -Mayor Pete Buttigieg, South Bend**

To kick off Smart Streets, the city invested an initial \$1.4 million from its Major Moves budget, a statewide program to fund improvements to Indiana's road network.¹ With these funds, the city was able to quickly launch its first few one-way to two-way conversion projects while still seeking additional funds. Ultimately, the Common Council of South Bend approved a \$25 million bond to fund the remainder of the Smart Streets initiative. The city plans to repay these bonds with increased revenue from property taxes thanks to new investment. Already the Smart Streets initiative has attracted about \$100 million in new investment downtown. Thanks to these interventions and all the benefits brought about by the initiative, the program has expanded beyond downtown South Bend with road diets, bike lanes, and public transit improvements planned throughout the city.

Lessons learned

South Bend's Smart Streets initiative shows that with strong leadership, other cities and towns can fundamentally reconfigure their road networks to create safer, more attractive places for people to walk, bike, shop, and live. In the words of Mayor Buttigieg, “No great downtown is a through-way,” so don't be afraid to create destinations that put people before cars by slowing down traffic and investing in place.

For more information, visit <http://www.smartstreets.southbendin.gov/>

Conclusion

In our last annual policy report, *The Best Complete Streets Policies of 2016*, we celebrated the adoption of more policies in 2016 than in any previous calendar year. These policies also received the highest overall scores in the history of Complete Streets. We created the policy framework used to grade those policies over a decade ago when the Complete Streets movement was just beginning to gain traction. But between then and now, the Complete Streets movement has evolved and advanced. The time had come to shift our focus from passing policies to putting them into practice and making sure they benefit the most vulnerable people who use the streets. The National Complete Streets Coalition's new policy framework calls for more binding, specific implementation steps and establishes equity as an important objective. Moving forward, we will grade all policies adopted in 2018 or later using this new framework.

This year, as we transition to using the new framework, we wanted to highlight communities around the country that have already taken great strides to address equity and implementation through their Complete Streets initiatives. We received many strong nominations for the Best Complete Streets initiatives, but the 12 communities highlighted in this report go above and beyond in engaging the community, embedding Complete Streets in their routine transportation planning processes, and implementing innovative projects. Congratulations to these 12 communities and champions, and thank you to every community that passed a Complete Streets policy in 2017. We look forward to working with all of you to continue advancing the Complete Streets movement with stronger, more binding policies that set the stage for equity and implementation.

Appendix A includes grades for all policies passed in or before 2017, scored using our original policy framework. **Appendix B** is the new Complete Streets policy framework. All policies adopted beginning in 2018 will be graded according to this new rubric.

Endnotes

Introduction

1. <http://www.peopleforbikes.org/blog/assumption-busters-surprising-facts-about-ethnicity-race-income-bicycles/>
2. <http://www.smartgrowthamerica.org/dangerous-by-design/>
3. https://www.bikeleague.org/sites/default/files/equity_report.pdf

Baltimore, MD: Complete Streets Champion Ryan Dorsey

1. <http://www.bikemore.net/>

Las Cruces, NM: Downtown Master Plan

1. http://www.safety.fhwa.dot.gov/road_diets/
2. <http://www.formbasedcodes.org/definition/>

Florida: FDOT Design Manual

1. <http://www.smartgrowthamerica.org/dangerous-by-design/>
2. <http://www.fdot.gov/roadway/CSI/CSIPlan.shtm/>
3. <http://www.sciencedirect.com/science/article/abs/pii/S000145751200276X/>
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Stoneham, MA: Complete Streets Champion Erin Wortman

1. <http://www.masscompletestreets.com/>
2. <http://www.smartgrowthamerica.org/dangerous-by-design/>

Bloomfield, NJ: VELO Bloomfield

1. <http://www.velomynameis.org/2017/11/02/v-is-for-a-victory-a-4-way-stop-sign-on-watsessing-and-grove/>
2. <http://www.youtu.be/JGb7i78IFbM>
3. <http://www.velomynameis.org/2017/10/19/watsessing-avenue-is-under-bloomfields-jurisdiction/>
4. <http://www.usa.streetsblog.org/2016/11/01/pedestrian-shaming-an-annual-rite-of-halloween/>
5. <http://www.velomynameis.org/2017/03/18/cycle-tracks/>

Bonita Springs, FL

1. <http://www.smartgrowthamerica.org/dangerous-by-design/>
2. <http://www.fhwa.dot.gov/publications/research/safety/00067/000675.pdf>

Alexandria, VA: King Street Project

1. http://www.safety.fhwa.dot.gov/road_diets/

Rochester, NY: Inner Loop East Transformation Project

1. <http://www.cityofrochester.gov/CenterCity/>

South Bend, IN: Smart Streets

1. <http://www.majormoves.in.gov/>

Appendix A: Complete Streets Policy Grades

For an explanation of the methodology used to grade policies adopted in or before 2017, consult <http://www.smartgrowthamerica.org/resources/the-best-complete-streets-policies-of-2016/>.

Agency	State	Policy name	Type	Year	Population	Intent		Users and modes		Projects		Exceptions		Connectivity		Jurisdiction		Flexibility		Context		Metrics		Implementation		Total score
						Weighted points	Points																			
Statewide policies																										
California Department of Transportation	CA	Deputy Directive 64-R1	State internal policy	2008	37,253,956	5	6.0	4	16.0	5	12.0	2	6.4	5	2.0	2	3.2	2	1.6	5	8.0	0	0.0	4	16.0	71.2
State of California	CA	The Complete Streets Act (AB 1358)	State legislation	2008	37,253,956	5	6.0	5	20.0	0	0.0	0	0.0	5	2.0	2	3.2	2	1.6	5	8.0	0	0.0	1	4.0	44.8
Colorado Department of Transportation	CO	Bicycle and Pedestrian Policy	State internal policy	2009	5,029,196	5	6.0	0	0.0	5	12.0	5	16.0	0	0.0	2	3.2	5	4.0	5	8.0	0	0.0	3	12.0	61.2
State of Colorado	CO	Colorado Statutes 43-1-120 (HB 1147)	State legislation	2010	5,029,196	5	6.0	0	0.0	5	12.0	3	9.6	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	27.6
Connecticut Department of Transportation	CT	Policy No. Ex- 31	State internal policy	2014	3,574,097	3	3.6	4	16.0	5	12.0	0	0.0	5	2.0	3	4.8	0	0.0	5	8.0	0	0.0	4	16.0	62.4
State of Connecticut	CT	Public Act 09-154 (SB 735)	State legislation	2009	3,574,097	5	6.0	4	16.0	5	12.0	4	12.8	0	0.0	5	8.0	0	0.0	0	0.0	0	0.0	2	8.0	62.8
Washington, DC Department of Transportation	DC	Departmental Order 06-2010 (DDOT Complete Streets Policy)	State internal policy	2010	601,723	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	0	0.0	2	1.6	5	8.0	0	0.0	1	4.0	66.4
Delaware Department of Transportation	DE	Complete Streets Policy	State internal policy	2009	897,934	3	3.6	2	8.0	0	0.0	5	16.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	2	8.0	35.6
State of Delaware	DE	Executive Order No. 6	State executive order	2009	897,934	1	1.2	4	16.0	5	12.0	0	0.0	5	2.0	0	0.0	5	4.0	0	0.0	0	0.0	1	4.0	39.2
Florida Department of Transportation	FL	Complete Streets Policy	State policy	2014	18,801,310	1	1.2	5	20.0	3	7.2	0	0.0	5	2.0	2	3.2	0	0.0	5	8.0	0	0.0	1	4.0	45.6
State of Florida	FL	Florida Statute 335.065 (Bicycle & Pedestrian Ways)	State legislation	1984	18,801,310	5	6.0	0	0.0	5	12.0	1	3.2	5	2.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	23.2
Georgia Department of Transportation	GA	Complete Streets Design Policy	State internal policy	2012	9,687,653	5	6.0	4	16.0	5	12.0	4	12.8	5	2.0	2	3.2	3	2.4	5	8.0	0	0.0	0	0.0	62.4
State of Hawaii	HI	Act 054 (SB 718)	State legislation	2009	1,369,301	1	1.2	4	16.0	5	12.0	1	3.2	0	0.0	2	3.2	0	0.0	5	8.0	0	0.0	4	16.0	59.6
State of Illinois	IL	Public Act 095-065 (SB0314)	State legislation	2007	12,830,632	3	3.6	0	0.0	5	12.0	4	12.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	4.0	32.4
Indiana Department of Transportation	IN	Complete Streets Policy	State internal policy	2014	6,483,802	5	6.0	5	20.0	5	12.0	1	3.2	5	2.0	2	3.2	5	4.0	5	8.0	5	4.0	3	12.0	74.4
Louisiana Department of Transportation and Development	LA	Complete Streets Policy	State internal policy	2010	4,533,372	3	3.6	4	16.0	5	12.0	5	16.0	5	2.0	5	8.0	3	2.4	5	8.0	0	0.0	1	4.0	72.0
Massachusetts Department of Transportation	MA	Healthly Transportation Policy Directive	State internal policy	2013	6,547,629	5	6.0	2	8.0	5	12.0	5	16.0	5	2.0	5	4.8	3	4.0	5	8.0	5	4.0	4	16.0	80.8
State of Massachusetts	MA	Bicycle-Pedestrian Access Law (Chapter 90E)	State legislation	1996	6,547,629	3	3.6	0	0.0	5	12.0	4	12.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	28.4
Maryland Department of Transportation State Highway Administration	MD	SHA Complete Streets Policy	State internal policy	2012	5,773,552	1	1.2	4	16.0	3	7.2	3	9.6	5	2.0	2	3.2	3	2.4	0	0.0	5	4.0	1	4.0	49.6
State of Maryland	MD	Maryland Trans. Code Ann. Title 2 subtitle 602	State legislation	2010	5,773,552	3	3.6	0	0.0	5	12.0	0	0.0	5	2.0	0	0.0	3	2.4	0	0.0	0	0.0	2	8.0	28.0
Maine Department of Transportation	ME	Complete Streets Policy	State internal policy	2014	1,328,361	3	3.6	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	0	0.0	0	0.0	0	0.0	4	16.0	74.4
Michigan Department of Transportation	MI	State Transportation Commission Policy on Complete Streets	State internal policy	2012	9,883,640	1	1.2	5	20.0	5	12.0	0	0.0	5	2.0	5	8.0	0	0.0	5	8.0	0	0.0	4	16.0	67.2
Michigan Department of Transportation	MI	State Transportation Commission Policy on Complete Streets	State internal policy	2012	9,883,640	3	3.6	2	8.0	5	12.0	0	0.0	5	2.0	2	3.2	3	2.4	5	8.0	0	0.0	3	12.0	51.2
State of Michigan	MI	Public Act 135 of 2010 (HB6151)	State legislation	2010	9,883,640	1	1.2	5	20.0	3	7.2	1	3.2	5	2.0	3	4.8	0	0.0	5	8.0	0	0.0	2	8.0	54.4
Minnesota Department of Transportation	MN	MnDOT Policy OP004 and Technical Memorandum No 13-17-TS-06	State internal policy	2013	5,303,925	1	1.2	5	20.0	5	12.0	4	12.8	5	2.0	2	3.2	5	4.0	0	0.0	0	0.0	3	12.0	67.2
Minnesota Department of Transportation	MN	MnDOT Policy OP004	State internal policy	2016	5,303,925	5	6.0	5	20.0	2	7.2	1	3.2	5	2.0	2	3.2	3	2.4	5	8.0	0	0.0	5	20.0	65.6
State of Minnesota	MN	Sec. 52, Minnesota Statutes 2008, section 174.75	State legislation	2010	5,303,925	5	6.0	5	20.0	5	12.0	0	0.0	0	0.0	2	3.2	3	2.4	5	8.0	0	0.0	4	16.0	64.0
State of Missouri	MO	House Concurrent Resolution 23	State resolution	2011	5,988,927	1	1.2	5	20.0	2	7.2	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	26.0
Mississippi Department of Transportation	MS	Bicycle and Pedestrian Policy	State internal policy	2010	2,967,297	1	1.2	1	4.0	5	12.0	2	6.4	0	0.0	0	0.0	0	0.0	5	8.0	0	0.0	0	0.0	31.6
North Carolina Department of Transportation	NC	Complete Streets Policy	State internal policy	2009	9,535,483	3	3.6	4	16.0	5	12.0	5	16.0	5	2.0	2	3.2	2	1.6	5	8.0	0	0.0	2	8.0	70.4
New Jersey Department of Transportation	NJ	Policy No. 703	State internal policy	2009	8,791,894	3	3.6	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	3	2.4	5	8.0	0	0.0	3	12.0	80.8
State of New Mexico	NM	Senate Memorial 35	State internal policy	2017	2,059,179	1	1.2	4	16.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	17.2
State of New Mexico	NM	House Memorial	State internal policy	2017	2,059,180	1	1.2	4	16.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	17.2
NDOT Complete Streets Policy	NV	NDOT Complete Streets Policy	State policy	2017	2,700,551	3	3.6	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	5	4.0	5	8.0	5	4.0	5	20.0	94.4
State of New York	NY	Highway Law Section 331 (Bill S. 5411)	State legislation	2011	19,378,102	3	3.6	4	16.0	3	7.2	1	3.2	0	0.0	3	4.8	0	0.0	5	8.0	5	4.0	1	4.0	46.8
State of Oregon	OR	ORS 366.514	State legislation	1971	3,831,074	5	6.0	1	4.0	3	7.2	1	3.2	0	0.0	3	4.8	0	0.0	0	0.0	0	0.0	0	0.0	25.2
Pennsylvania Department of Transportation	PA	PennDOT Design Manual 1A (Appendix J: Bicycle and Pedestrian Checklist)	State internal policy	2007	12,702,379	5	6.0	3	12.0	5	12.0	3	9.6	5	2.0	2	3.2	5	4.0	5	8.0	0	0.0	0	0.0	56.8
Commonwealth of Puerto Rico	PR	Senate Bill 1857	State legislation	2010	3,725,789	1	1.2	4	16.0	5	12.0	2	6.4	0	0.0	2	3.2	0	0.0	0	0.0	0	0.0	4	16.0	54.8
State of Rhode Island	RI	Rhode Island General Laws Title 31 Chapter 31-18: Pedestrians	State legislation	2005	1,052,567	3	3.6	0	0.0	5	12.0	4	12.8	0	0.0	3	4.8	0	0.0	0	0.0	0	0.0	0	0.0	33.2
State of Rhode Island	RI	Rhode Island General Laws Title 24 Chapter 24-16: Safe Access to Public Roads	State legislation	2012	1,052,567	1	1.2	4	16.0	3	7.2	2	6.4	0	0.0	5	8.0	0	0.0	0	0.0	0	0.0	2	8.0	46.8
South Carolina Department of Transportation	SC	Commission Resolution	State resolution	2003	4,625,364	3	3.6	0	0.0	5	12.0	0	0.0	0	0.0	3	4.8	0	0.0	0	0.0	0	0.0	0	0.0	20.4
Tennessee Department of Transportation	TN	Bicycle and Pedestrian Policy	State internal policy	2010	6,346,105	5	6.0	1	4.0	3	7.2	1	3.2	5	2.0	2	3.2	3	2.4	5	8.0	0	0.0	0	0.0	36.0
Tennessee Department of Transportation	TN	Multimodal Access Policy TCA 4-3-2303	State internal policy	2015	6,346,105	1	1.2	5	20.0	5	12.0	4	12.8	5	2.0	2	3.2	3	2.4	5	8.0	0	0.0	0	0.0	61.6
Texas Department of Transportation	TX	Accommodations	State internal policy	2011	25,145,561	3	3.6	2	8.0	3	7.2	0	0.0	0	0.0	0	0.0	3	2.4	0	0.0	0	0.0	0	0.0	21.2
Utah Department of Transportation	UT	Inclusion of Active Transportation, UDOT 07-117	State policy	2013	2,763,885	3	3.6	0	0.0	5	12.0	0	0.0	5	2.0	3	4.8	0	0.0	0	0.0	0	0.0	1	4.0	26.4
Virginia Department of Transportation	VA	Accommodations	State internal policy	2004	8,001,024	5	6.0	1	4.0	5	12.0	4	12.8	0	0.0	0	0.0	5	4.0	5	8.0	0	0.0	1	4.0	50.8
State of Vermont	VT	Act 0-34 (H.198)	State legislation	2011	625,741	3	3.6	4	16.0	5	12.0	4	12.8	0	0.0	5	8.0	0	0.0	0	0.0	0	0.0	1	4.0	56.4
State of Washington	WA	Chapter 207, 2011 Laws	State legislation	2011	6,724,540	1	1.2	2	8.0	3	7.2	0	0.0	0	0.0	2	3.2	3	2.4	5	8.0	0	0.0	0	0.0	30.0
State of West Virginia	WV	Complete Streets Act (SB 158)	State legislation	2013	1,852,994	3	3.6	5	20.0	5	12.0	5	16.0	5	2.0	3	4.8	3</								

Agency	State	Policy name	Type	Year	Population	Intent		Users and modes		Projects		Exceptions		Connectivity		Jurisdiction		Flexibility		Context		Metrics		Implementation		Total score	
						Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points		Points
Community Planning Association of Southwest Idaho (Boise, ID area)	ID	Complete Streets Policy	MPO internal policy	2009	n/a	1	1.2	4	16.0	3	7.2	0	0.0	0	0.0	0	0.0	2	1.6	5	8.0	0	0.0	0	0.0	34.0	
Champaign-Urbana Urbanized Area Transportation Study (Champaign, IL area)	IL	Complete Streets Policy	MPO policy	2012	n/a	1	1.2	5	20.0	5	12.0	4	12.8	0	0.0	2	3.2	3	2.4	5	8.0	0	0.0	1	4.0	63.6	
Bloomington/Monroe County Metropolitan Planning Organization (Bloomington, IN area), IN	IN	Complete Streets Policy	MPO internal policy	2009	n/a	5	6.0	5	20.0	3	7.2	5	16.0	5	2.0	3	4.8	5	4.0	5	8.0	0	0.0	1	4.0	72.0	
Evansville Metropolitan Planning Organization (Evansville, IN area)	IN	Complete Streets Policy	MPO policy	2012	n/a	3	3.6	1	4.0	5	12.0	1	3.2	5	2.0	5	8.0	3	2.4	5	8.0	5	4.0	4	16.0	63.2	
Indianapolis Metropolitan Planning Organization (Indianapolis, IN area)	IN	Complete Streets Policy	MPO policy	2014	2014.03.05	3	3.6	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	5	4.0	5	8.0	5	4.0	1	4.0	78.4	
Madison County Council of Governments (Anderson, IN area), IN	IN	Complete Streets Policy	MPO internal policy	2010	n/a	5	6.0	5	20.0	3	7.2	5	16.0	5	2.0	3	4.8	5	4.0	5	8.0	0	0.0	0	0.0	68.0	
Northwestern Indiana Regional Planning Commission (Portage, IN area)	IN	Resolution 10-05	MPO resolution	2010	n/a	1	1.2	4	16.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	17.2	
Northwestern Indiana Regional Planning Commission (Portage, IN area)	IN	Complete Streets Guidelines	MPO internal policy	2010	n/a	1	1.2	3	12.0	5	12.0	1	3.2	5	2.0	5	8.0	3	2.4	5	8.0	0	0.0	0	0.0	48.8	
Lawrence-Douglas County Metropolitan Planning Organization (Lawrence County, KS area)	KS	Resolution	MPO resolution	2011	n/a	1	1.2	1	4.0	5	12.0	0	0.0	0	0.0	2	3.2	2	1.6	5	8.0	0	0.0	1	4.0	34.0	
Frankfort City/Frankfort Elberta Area Schools, MI	MI	Complete Streets and Safe Routes to School Joint Resolution	MPO resolution	2011	n/a	1	1.2	4	16.0	5	12.0	0	0.0	0	0.0	2	3.2	0	0.0	0	0.0	0	0.0	0	0.0	32.4	
Region 2 Planning Commission (Jackson, MI area)	MI	Resolution	MPO resolution	2006	n/a	3	3.6	4	16.0	5	12.0	0	0.0	0	0.0	0	0.0	3	2.4	0	0.0	0	0.0	0	0.0	34.0	
Traverse City Area Transportation and Land Use Study (Traverse City, MI area)	MI	Resolution No. 13-1	MPO resolution	2013	n/a	1	1.2	4	16.0	0	0.0	0	0.0	0	0.0	2	3.2	0	0.0	5	8.0	0	0.0	1	4.0	32.4	
Twin Cities Area Transportation Study (Benton Harbor/St. Joseph area, MI)	MI	Complete Streets Policy	MPO policy	2012	n/a	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	3	4.8	5	4.0	5	8.0	0	0.0	0	0.0	69.6	
Rochester-Olmsted Council of Governments (Rochester, MN area)	MN	Resolution No. 11-1	MPO policy	2011	n/a	5	6.0	5	20.0	3	7.2	1	3.2	5	2.0	5	8.0	5	4.0	5	8.0	0	0.0	0	0.0	58.4	
St. Cloud Area Planning Organization	MN	Resolution 2011-09	MPO resolution	2011	n/a	1	1.2	4	16.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	17.2	
Capital Area Metropolitan Planning Organization (CAMPO), MO	MO	Livable Streets Policy	MPO policy	2017	n/a	5	6.0	0	0.0	2	4.8	5	16.0	5	2.0	5	8.0	3	2.4	5	8.0	0	0.0	3	12.0	59.2	
Columbia Area Transportation Study Organization (Columbia, MO area)	MO	Policy Resolution	MPO resolution	2014	n/a	1	1.2	4	16.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	17.2	
Mid America Regional Council (Kansas City, MO area)	MO	Complete Streets Policy	MPO policy	2012	n/a	3	3.6	5	20.0	2	4.8	4	12.8	5	2.0	2	3.2	3	2.4	5	8.0	5	4.0	3	12.0	72.8	
Mississippi Gulf Coast MPO, MS	MS	Complete Streets Policy	MPO policy	2015	n/a	3	3.6	1	4.0	3	7.2	1	3.2	0	0.0	3	4.8	0	0.0	0	0.0	0	0.0	3	12.0	34.8	
Greensboro Urban Area MPO, NC	NC	Complete Streets Policy	MPO policy	2015	n/a	3	3.6	3	12.0	5	12.0	2	6.4	5	2.0	3	4.8	3	2.4	5	8.0	0	0.0	2	8.0	59.2	
Winston-Salem Urban Area Metropolitan Planning Organization (Winston-Salem, NC area), NC	NC	Complete Streets Policy	MPO policy	2013	n/a	5	6.0	5	20.0	5	12.0	1	3.2	5	2.0	2	3.2	0	0.0	0	0.0	0	0.0	4	16.0	62.4	
Fargo-Moorhead Metropolitan Council of Governments, ND	ND	Complete Streets Policy Statement	MPO internal policy	2010	n/a	3	3.6	5	20.0	5	12.0	1	3.2	5	2.0	5	8.0	5	4.0	5	8.0	0	0.0	1	4.0	64.8	
Las Cruces Metropolitan Planning Organization (Las Cruces, NM area)	NM	Resolution 08-10	MPO resolution	2008	n/a	3	3.6	3	12.0	5	12.0	2	6.4	0	0.0	2	3.2	2	1.6	5	8.0	0	0.0	1	4.0	50.8	
Mid-Region Council of Governments of New Mexico	NM	R-11-09	MPO resolution	2011	n/a	1	1.2	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	5	8.0	0	0.0	1	4.0	13.2	
Santa Fe Metropolitan Planning Organization (Santa Fe, NM area), NM	NM	Resolution 2007-1	MPO resolution	2007	n/a	3	3.6	5	20.0	5	12.0	0	0.0	0	0.0	2	3.2	0	0.0	0	0.0	0	0.0	0	0.0	38.8	
Carson City Regional Transportation Commission, NV	NV	Complete Streets Policy	MPO policy	2014	n/a	5	6.0	3	12.0	5	12.0	2	6.4	5	2.0	5	8.0	5	4.0	5	8.0	0	0.0	3	12.0	70.4	
Regional Transportation Commission of Southern Nevada (Las Vegas, NV area), NV	NV	Policy for Complete Streets	MPO policy	2012	n/a	1	1.2	5	20.0	5	12.0	1	3.2	0	0.0	0	0.0	5	4.0	5	8.0	0	0.0	1	4.0	52.4	
Binghamton Metropolitan Transportation Study (Broome and Tioga County MPO)	NY	Complete Streets Policy	MPO policy	2016	n/a	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	3	2.4	5	8.0	5	4.0	5	20.0	95.2	
Miami Valley Regional Planning Commission (Dayton, OH area)	OH	Regional Complete Streets Policy	MPO policy	2011	n/a	1	1.2	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	5	4.0	5	8.0	5	4.0	4	16.0	88.0	
Mid-Ohio Regional Planning Commission (Columbus, OH area), OH	OH	Complete Streets Policy	MPO internal policy	2010	n/a	5	6.0	5	20.0	5	12.0	3	9.6	5	2.0	5	8.0	5	4.0	5	8.0	0	0.0	2	8.0	77.6	
Northeast Ohio Area-wide Coordinating Agency (Cleveland, OH area)	OH	Regional Transportation Investment Policy	MPO internal policy	2003	n/a	5	6.0	2	8.0	3	7.2	2	6.4	0	0.0	3	4.8	3	2.4	5	8.0	0	0.0	0	0.0	42.8	
Toledo Metropolitan Area Council of Governments (Toledo, OH area), OH	OH	Complete Streets Policy	MPO policy	2014	n/a	3	3.6	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	3	2.4	5	8.0	5	4.0	4	16.0	88.8	
Lancaster County Transportation Coordinating Committee, PA	PA	Complete Streets Policy Statement and Elements of a Complete Streets Program in Lancaster County	MPO policy	2014	n/a	3	3.6	2	8.0	5	12.0	0	0.0	0	0.0	2	3.2	0	0.0	0	0.0	0	0.0	3	12.0	38.8	
Metropolitan Government of Nashville and Davidson County, TN	TN	Executive Order No. 40	MPO executive order	2010	n/a	3	3.6	4	16.0	5	12.0	2	6.4	0	0.0	0	0.0	0	0.0	5	8.0	0	0.0	1	4.0	50.0	
Metropolitan Government of Nashville and Davidson County, TN	TN	Executive Order #031	MPO executive order	2016	n/a	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	2	3.2	3	2.4	5	8.0	0	0.0	4	16.0	82.4	
Alamo Area Metropolitan Planning Organization (San Antonio, TX area)	TX	Resolution Supporting a Complete Streets Policy	MPO resolution	2009	n/a	1	1.2	5	20.0	5	12.0	0	0.0	5	2.0	2	3.2	0	0.0	5	8.0	0	0.0	1	4.0	50.4	
Brownsville Metropolitan Planning Organization, TX	TX	MPO Resolution Supporting a "Complete Streets" policy	MPO resolution	2013	n/a	3	3.6	5	20.0	5	12.0	1	3.2	5	2.0	0	0.0	2	1.6	5	8.0	0	0.0	0	0.0	50.4	
Wasatch Front Regional Council (Salt Lake City, UT area)	UT	Complete Streets Vision, Mission, and Principles	MPO policy	2013	n/a	3	3.6	5	20.0	0	0.0	0	0.0	5	2.0	2	3.2	2	1.6	5	8.0	0	0.0	1	4.0	42.4	
Spokane Regional Transportation Council, WA	WA	Policy for Safe and Complete Streets	MPO policy	2012	n/a	1	1.2	5	20.0	3	7.2	3	9.6	5	2.0	3	4.8	0	0.0	5	8.0	0	0.0	3	12.0	64.8	
La Crosse Area Planning Committee (La Crosse, WI area), WI	WI	Resolution 7-2011	MPO resolution	2011	n/a	1	1.2	3	12.0	5	12.0	1	3.2	0	0.0	5	8.0	0	0.0	0	0.0	5	4.0	1	4.0	44.4	
Morgantown Monongalia Metropolitan Planning Organization (Morgantown, WV area), WV	WV	Resolution No. 2008-02	MPO resolution	2008	n/a	1	1.2	2	8.0	5	12.0	0	0.0	0	0.0	3	4.8	0	0.0	5	8.0	0	0.0	0	0.0	34.0	
County policies																											
Alameda County, CA	CA	Complete Streets Policy	County policy	2012	1,510,271	1	1.2	5	20.0	5	12.0	3	9.6	5	2.0	2	3.2	5	4.0	5	8.0	0	0.0	0	0.0	60.0	
Marin County, CA	CA	Best Practice Directive for Inclusion of Multi-Modal Elements into Improvement Projects	County internal policy	2007	252,409	3	3.6	2	8.0	5	12.0	2	6.4	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	30.0	
Napa County, CA	CA	Resolution No. 2013-01	County resolution	2013	136,484	3	3.6	5	20.0	5	12.0	4	12.8	5	2.0	2	3.2	0	0.0	5	8.0	0	0.0	4	16.0	77.6	
Sacramento County, CA	CA	Ordinance No. STA 04-01	County tax ordinance	2004	1,418,788	3	3.6	2	8.0	5	12.0	0	0.0	0	0.0	3	4.8	0	0.0	0	0.0	0	0.0	0	0.0	28.4	
San Diego County, CA	CA	Transnet Tax Extension (Proposition A)	County tax ordinance	2004	3,095,313	5	6.0	2	8.0	3	7.2	5	16.0	0	0.0	3	4.8	3	2.4	5	8.0	0	0.0	0	0.0	52.4	
Solano County, CA	CA	Resolution No. 2016-116	County resolution	2016	413,334	3	3.6	4	16.0	5	12.0	1	3.2	5	2.0	2	3.2	0	0.0	5	8.0	0	0.0	2	8.0	56.0	

Agency	State	Policy name	Type	Year	Population	Intent		Users and modes		Projects		Exceptions		Connectivity		Jurisdiction		Flexibility		Context		Metrics		Implementation		Total score
						Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	
La Plata County, CO	CO	Resolution No 2007-33	County resolution	2007	51,334	1	1.2	4	16.0	5	12.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	29.2
Lee County, FL	FL	Resolution No. 09-11-13	County resolution	2009	618,754	5	6.0	1	4.0	5	12.0	4	12.8	0	0.0	2	3.2	5	4.0	5	8.0	0	0.0	4	16.0	66.0
Manatee County, FL	FL	Resolution R-16-036	County resolution	2016	322,833	1	1.2	5	20.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	21.2
Miami-Dade County, FL	FL	Resolution R-995-14	County resolution	2014	2,496,435	5	6.0	5	20.0	5	12.0	0	0.0	5	2.0	2	3.2	0	0.0	5	8.0	0	0.0	1	4.0	55.2
Polk County, FL	FL	Complete Streets Policy	County policy	2012	602,095	1	1.2	3	12.0	5	12.0	0	0.0	0	0.0	0	0.0	3	2.4	5	8.0	0	0.0	0	0.0	45.6
Cobb County, GA	GA	Complete Streets Policy	County internal policy	2009	688,078	3	3.6	4	16.0	5	12.0	0	0.0	0	0.0	0	0.0	3	2.4	0	0.0	0	0.0	0	0.0	34.0
DeKalb County, GA	GA	Policy	County resolution	2014	691,893	3	3.6	4	16.0	3	7.2	2	6.4	0	0.0	2	3.2	3	2.4	5	8.0	5	4.0	0	0.0	50.8
Rockdale County, GA	GA	R-2015-07	County resolution	2015	85,215	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	2	3.2	2	1.6	5	8.0	0	0.0	4	16.0	81.6
Honolulu County, HI	HI	Bill No. 26 (2012)	County legislation	2012	953,207	1	1.2	4	16.0	5	12.0	4	12.8	0	0.0	2	3.2	5	4.0	5	8.0	5	4.0	4	16.0	77.2
Kauai, HI	HI	Resolution No. 2010-48 Draft 1	County resolution	2010	67,091	5	6.0	4	16.0	5	12.0	1	3.2	0	0.0	2	3.2	0	0.0	0	0.0	0	0.0	2	8.0	48.4
Maui County, HI	HI	Resolution	County resolution	2012	154,834	1	1.2	4	16.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	21.2
Ada County Highway District, ID	ID	Resolution No. 895	County policy	2009	392,365	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	0	0.0	2	1.6	5	8.0	0	0.0	0	0.0	62.4
Cook County, IL	IL	Ordinance	County legislation	2011	5,194,675	3	3.6	4	16.0	5	12.0	4	12.8	5	2.0	2	3.2	0	0.0	5	8.0	5	4.0	4	16.0	77.6
Cook County, IL	IL	Complete Streets Policy	County internal policy	2009	5,194,675	3	3.6	4	16.0	5	12.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	2	8.0	39.6
DuPage County, IL	IL	Healthy Roads Initiative	County resolution	2004	916,924	1	1.2	0	0.0	3	7.2	0	0.0	0	0.0	0	0.0	2	1.6	5	8.0	0	0.0	0	0.0	18.0
Lake County, IL	IL	Policy on Infrastructure Guidelines for Non-motorized Travel Investments	County policy	2010	703,462	3	3.6	3	12.0	5	12.0	4	12.8	0	0.0	0	0.0	5	4.0	5	8.0	5	4.0	3	12.0	68.4
Johnson County, KS	KS	Resolution No. 04-11-11	County resolution	2011	544,170	1	1.2	5	20.0	5	12.0	0	0.0	0	0.0	2	3.2	0	0.0	0	0.0	0	0.0	0	0.0	36.4
Baltimore County, MD	MD	Resolution 126-13	County policy	2013	805,029	3	3.6	4	16.0	4	12.8	4	12.8	5	2.0	0	0.0	5	4.0	5	8.0	5	4.0	4	16.0	86.6
Montgomery County, MD	MD	County Code Chapter 49, Streets and Roads	County legislation	2014	971,777	5	6.0	5	20.0	3	7.2	4	12.8	5	2.0	3	4.8	5	4.0	5	8.0	0	0.0	0	0.0	64.8
Prince George's County, MD	MD	Complete and Green Streets Policy (County Code Sec. 23-615)	County legislation	2013	863,420	5	6.0	3	12.0	3	7.2	1	3.2	0	0.0	3	4.8	0	0.0	5	8.0	0	0.0	1	4.0	45.2
Genesee County Parks & Recreation Commission, MI	MI	Complete Streets Reslution #009-10	County resolution	2010	425,790	1	1.2	5	20.0	0	0.0	0	0.0	5	2.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	23.2
Grand Traverse County Road Commission, MI	MI	Resolution 13-08-03	County resolution	2013	89,986	1	1.2	4	16.0	0	0.0	0	0.0	0	0.0	2	3.2	0	0.0	0	0.0	0	0.0	1	4.0	24.4
Ingham County Road Commission, MI	MI	Resolution #085-10	County resolution	2010	280,895	1	1.2	4	16.0	3	7.2	0	0.0	0	0.0	2	3.2	0	0.0	0	0.0	0	0.0	0	0.0	27.6
Jackson County, MI	MI	Resolution	County resolution	2006	160,248	3	3.6	4	16.0	5	12.0	0	0.0	0	0.0	0	0.0	3	2.4	0	0.0	0	0.0	0	0.0	34.0
Macomb County, MI	MI	Resolution R14-137	County policy	2014	840,978	1	1.2	4	16.0	5	12.0	4	12.8	5	2.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	48.0
Clay County, MN	MN	Resolution 2011-49	County resolution	2011	58,999	3	3.6	5	20.0	5	12.0	1	3.2	5	2.0	2	3.2	5	4.0	5	8.0	0	0.0	1	4.0	60.0
Hennepin County, MN	MN	Resolution No. 09-0058R1	County resolution	2009	1,152,425	1	1.2	5	20.0	3	7.2	0	0.0	0	0.0	2	3.2	2	1.6	0	0.0	0	0.0	2	8.0	41.2
Hennepin County, MN	MN	Complete Streets Policy	County policy	2009	1,152,425	3	3.6	5	20.0	5	12.0	4	12.8	5	2.0	2	3.2	5	4.0	5	8.0	0	0.0	4	16.0	81.6
Wilkin County, MN	MN	Resolution	County resolution	2011	6,576	3	3.6	5	20.0	5	12.0	4	12.8	5	2.0	0	0.0	5	4.0	5	8.0	0	0.0	3	12.0	74.6
Jackson County, MO	MO	Resolution #17963	County resolution	2012	674,158	5	6.0	5	20.0	5	12.0	0	0.0	5	2.0	2	3.2	0	0.0	0	0.0	0	0.0	1	4.0	47.2
St. Louis County, MO	MO	Bill No. 238, 2013	County legislation	2014	998,954	1	1.2	5	20.0	5	12.0	0	0.0	2	1.2	3.2	2	1.6	5	8.0	0	0.0	2	8.0	56.0	
Dawson County, MT	MT	Resolution No. 2014-28	County policy	2014	8,966	5	6.0	5	20.0	5	12.0	5	16.0	5	2.0	3	4.8	5	4.0	5	8.0	5	4.0	3	12.0	88.8
Camden County, NJ	NJ	Complete Streets Policy	County resolution	2013	513,657	3	3.6	3	12.0	5	12.0	4	12.8	0	0.0	0	0.0	3	2.4	0	0.0	0	0.0	1	4.0	46.8
Essex County, NJ	NJ	Resolution	County resolution	2012	783,969	3	3.6	3	12.0	5	12.0	4	12.8	0	0.0	0	0.0	3	2.4	0	0.0	0	0.0	1	4.0	46.8
Hudson County, NJ	NJ	Resolution 278-5-2012	County resolution	2012	634,266	3	3.6	1	4.0	5	12.0	4	12.8	0	0.0	0	0.0	5	4.0	5	8.0	0	0.0	0	0.0	44.4
Mercer County, NJ	NJ	Resolution	County resolution	2012	366,513	3	3.6	3	12.0	5	12.0	4	12.8	0	0.0	0	0.0	3	2.4	0	0.0	0	0.0	0	0.0	42.8
Middlesex County, NJ	NJ	Resolution 12-1316-R	County resolution	2012	809,858	1	1.2	4	16.0	5	12.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	29.2
Monmouth County, NJ	NJ	Resolution	County resolution	2010	630,380	3	3.6	3	12.0	5	12.0	4	12.8	5	2.0	2	3.2	3	2.4	0	0.0	0	0.0	1	4.0	52.0
Passaic County, NJ	NJ	Resolution 201410106	County resolution	2014	501,226	3	3.6	1	4.0	5	12.0	0	0.0	5	2.0	3	4.8	3	2.4	5	8.0	0	0.0	1	4.0	40.8
Somerset County, NJ	NJ	Resolution 16-743	County resolution	2016	323,444	3	3.6	3	12.0	0	0.0	4	12.8	0	0.0	2	3.2	3	2.4	0	0.0	0	0.0	1	4.0	38.0
Bernaillo County, NM	NM	Complete Streets Ordinance	County legislation	2015	662,564	1	1.2	4	16.0	5	12.0	4	12.8	5	2.0	0	0.0	5	4.0	0	0.0	0	0.0	1	4.0	52.0
Doña Ana County, NM	NM	Resolution 09-114	County resolution	2009	299,233	5	6.0	4	16.0	5	12.0	2	6.4	5	2.0	0	0.0	5	4.0	5	8.0	0	0.0	3	12.0	64.8
Allegheny County Planning Board, NY	NY	Complete Streets Policy	County resolution	2010	48,946	5	6.0	4	16.0	0	0.0	0	0.0	5	2.0	3	4.8	0	0.0	0	0.0	0	0.0	0	0.0	24.0
Cattaraugus County Planning Board, NY	NY	Complete Streets Policy	County resolution	2009	80,317	1	1.2	4	16.0	0	0.0	0	0.0	0	0.0	3	4.8	0	0.0	0	0.0	0	0.0	0	0.0	22.0
Chautauqua County, NY	NY	Resolution 122-15	County resolution	2015	134,905	1	1.2	3	12.0	0	0.0	1	3.2	0	0.0	0	0.0	0	0.0	5	8.0	0	0.0	0	0.0	24.4
Dutchess County, NY	NY	Resolution NO. 2016244	County resolution	2016	297,488	5	6.0	4	16.0	2	4.8	5	16.0	5	2.0	5	8.0	5	4.0	5	8.0	5	4.0	4	16.0	84.8
Erie County, NY	NY	Resolution	County resolution	2008	919,040	3	3.6	4	16.0	3	7.2	1	3.2	0	0.0	2	3.2	3	2.4	0	0.0	0	0.0	0	0.0	35.6
Essex County, NY	NY	Complete Streets Policy	County policy	2012	39,370	1	1.2	4	16.0	5	12.0	1	3.2	5	2.0	2	3.2	3	2.4	5	8.0	0	0.0	0	0.0	48.0
Nassau County, NY	NY	Resolution	County resolution	2013	1,339,532	3	3.6	3	12.0	0	0.0	1	3.2	0	0.0	0	0.0	2	1.6	0	0.0	0	0.0	0	0.0	20.4
Orange County, NY	NY	Complete Streets Policy	County policy	2017	372,813	5	6.0	5	20.0	5	12.0	5	16.0	5	2.0	5										

Agency	State	Policy name	Type	Year	Population	Intent		Users and modes		Projects		Exceptions		Connectivity		Jurisdiction		Flexibility		Context		Metrics		Implementation		Total score
						Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	
Albany, CA	CA	Complete Streets Policy	City policy	2013	18,536	1	1.2	5	20.0	5	12.0	3	9.6	5	2.0	2	3.2	5	4.0	5	8.0	0	0.0	1	4.0	64.0
American Canyon, CA	CA	Resolution 2012-72	City policy	2012	19,454	5	6.0	5	20.0	5	12.0	5	16.0	5	2.0	2	3.2	0	0.0	5	8.0	0	0.0	2	8.0	75.2
Antioch, CA	CA	Resolution No. 2012/57	City resolution	2012	102,372	3	3.6	3	12.0	5	12.0	4	12.8	5	2.0	2	3.2	0	0.0	5	8.0	5	4.0	1	4.0	61.6
Atherton, CA	CA	Resolution	City resolution	2012	6,914	3	3.6	5	20.0	5	12.0	4	12.8	5	2.0	2	3.2	0	0.0	5	8.0	0	0.0	1	4.0	65.6
Azusa, CA	CA	Complete Streets Policy	City policy	2011	43,361	1	1.2	5	20.0	5	12.0	4	12.8	5	2.0	2	3.2	2	1.6	5	8.0	0	0.0	4	16.0	76.8
Baldwin Park, CA	CA	Complete Streets Policy	City policy	2011	75,390	5	6.0	4	16.0	5	12.0	4	12.8	5	2.0	2	3.2	5	8.0	5	4.0	5	4.0	1	4.0	88.8
Belmont, CA	CA	Resolution	City resolution	2013	25,835	3	3.6	5	20.0	5	12.0	4	12.8	5	2.0	2	3.2	0	0.0	5	8.0	0	0.0	4	16.0	77.6
Belvedere, CA	CA	Resolution No. 2015-33	City resolution	2015	2,068	5	6.0	1	4.0	5	12.0	4	12.8	5	2.0	2	3.2	0	0.0	5	8.0	0	0.0	1	4.0	56.8
Berkeley, CA	CA	Resolution 65.978-N.S.	City policy	2012	112,580	1	1.2	5	20.0	5	12.0	4	12.8	5	2.0	2	3.2	5	4.0	5	8.0	0	0.0	4	16.0	79.2
Brentwood, CA	CA	Resolution	City resolution	2012	51,481	3	3.6	3	12.0	5	12.0	3	9.6	5	2.0	2	3.2	0	0.0	5	8.0	0	0.0	1	4.0	54.4
Burlingame, CA	CA	Resolution No. 77-2012	City resolution	2012	28,806	1	1.2	5	20.0	5	12.0	4	12.8	5	2.0	2	3.2	0	0.0	5	8.0	0	0.0	2	8.0	67.2
Calistoga, CA	CA	Resolution No. 2013-003	City resolution	2013	5,155	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	2	3.2	0	0.0	5	8.0	0	0.0	4	16.0	80.0
Campbell, CA	CA	Resolution	City resolution	2013	39,349	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	2	3.2	0	0.0	5	8.0	0	0.0	4	16.0	80.0
Clayton, CA	CA	Resolution No. 02-2013	City resolution	2013	10,897	3	3.6	3	12.0	5	12.0	3	9.6	5	2.0	2	3.2	0	0.0	5	8.0	0	0.0	1	4.0	54.4
Colma, CA	CA	Resolution No. 2012-41	City resolution	2012	1,792	3	3.6	5	20.0	5	12.0	4	12.8	5	2.0	2	3.2	0	0.0	5	8.0	0	0.0	4	16.0	77.6
Concord, CA	CA	Resolution No. 12-89	City resolution	2012	122,067	3	3.6	3	12.0	5	12.0	3	9.6	5	2.0	2	3.2	0	0.0	5	8.0	0	0.0	1	4.0	54.4
Colati, CA	CA	Resolution 2013-05	City resolution	2013	7,265	3	3.6	5	20.0	5	12.0	4	12.8	5	2.0	2	3.2	0	0.0	5	8.0	5	4.0	4	16.0	81.6
Daly City, CA	CA	Resolution	City resolution	2012	101,123	3	3.6	5	20.0	5	12.0	5	16.0	5	2.0	2	3.2	0	0.0	5	8.0	5	4.0	2	8.0	72.8
Darwinville, CA	CA	Resolution No. 5-2013	City resolution	2013	42,033	3	3.6	5	20.0	5	12.0	3	9.6	5	2.0	2	3.2	0	0.0	5	8.0	0	0.0	2	8.0	54.4
Dixon, CA	CA	Complete Streets Resolution	City resolution	2016	18,351	5	6.0	5	20.0	5	12.0	3	9.6	5	2.0	2	3.2	0	0.0	5	8.0	0	0.0	1	4.0	69.6
Dublin, CA	CA	Resolution No. 199-12	City policy	2012	46,036	1	1.2	5	20.0	5	12.0	4	12.8	5	2.0	2	3.2	5	4.0	5	8.0	0	0.0	1	4.0	72.0
East Palo Alto, CA	CA	Resolution No. 4359	City resolution	2012	28,155	1	1.2	5	20.0	5	12.0	4	12.8	5	2.0	2	3.2	0	0.0	5	8.0	0	0.0	4	16.0	75.2
Emeryville, CA	CA	Resolution No. 13-03	City policy	2013	10,080	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	2	3.2	5	4.0	5	8.0	5	4.0	1	4.0	76.0
Fairfax, CA	CA	Resolution No. 2527	City resolution	2008	7,441	1	1.2	3	12.0	3	7.2	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	20.4
Foster City, CA	CA	Resolution 2012-63	City resolution	2012	30,567	3	3.6	5	20.0	5	12.0	4	12.8	5	2.0	2	3.2	0	0.0	5	8.0	0	0.0	4	16.0	77.6
Fremont, CA	CA	Resolution No. 2013-32	City resolution	2013	214,089	3	3.6	3	12.0	5	12.0	4	12.8	5	2.0	5	8.0	5	4.0	5	8.0	0	0.0	3	12.0	74.4
Gilroy, CA	CA	Resolution 2012-	City resolution	2012	48,821	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	0	0.0	5	8.0	0	0.0	4	16.0	84.8
Gilroy, CA	CA	Resolution 2012-	City resolution	2012	48,821	5	6.0	5	20.0	5	12.0	3	9.6	5	2.0	5	8.0	0	0.0	5	8.0	0	0.0	2	8.0	73.6
Half Moon Bay, CA	CA	Resolution No. C-58-12	City resolution	2012	11,324	1	1.2	5	20.0	5	12.0	4	12.8	5	2.0	2	3.2	0	0.0	5	8.0	0	0.0	4	16.0	75.2
Hayward, CA	CA	Complete Streets Policy	City policy	2013	144,186	1	1.2	5	20.0	5	12.0	4	12.8	5	2.0	2	3.2	2	1.6	5	8.0	5	4.0	4	16.0	80.8
Healdsburg, CA	CA	Resolution No. 128-2012	City resolution	2012	11,254	1	1.2	5	20.0	0	0.0	0	0.0	5	2.0	2	3.2	0	0.0	0	0.0	0	0.0	4	16.0	42.4
Hercules, CA	CA	Resolution No. 13-008	City resolution	2013	24,060	3	3.6	3	12.0	5	12.0	3	9.6	5	2.0	2	3.2	0	0.0	5	8.0	0	0.0	1	4.0	54.4
Huntington Beach, CA	CA	Living Streets Policy	City policy	2012	19,553	5	6.0	4	16.0	5	12.0	4	12.8	5	2.0	5	8.0	5	4.0	5	8.0	5	4.0	4	16.0	84.8
Hilstrborough, CA	CA	Resolution No. 12	City resolution	2012	10,825	1	1.2	5	20.0	5	12.0	4	12.8	5	2.0	2	3.2	0	0.0	5	8.0	0	0.0	2	8.0	67.2
Huntington Park, CA	CA	Resolution No. 2012-18	City policy	2012	58,114	5	6.0	4	16.0	5	12.0	4	12.8	5	2.0	5	8.0	5	4.0	5	8.0	5	4.0	4	16.0	88.8
Larkspur, CA	CA	Complete Streets Policy	City policy	2012	11,926	5	6.0	5	20.0	5	12.0	5	16.0	5	2.0	2	3.2	0	0.0	5	8.0	0	0.0	1	4.0	71.2
Livermore, CA	CA	Resolution 2013-007	City policy	2013	80,968	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	0	0.0	5	4.0	5	8.0	5	4.0	3	12.0	80.8
Los Altos Hills, CA	CA	Complete Streets Policy (Resolution 8-13)	City policy	2013	7,922	5	6.0	5	20.0	5	12.0	3	9.6	5	2.0	2	3.2	0	0.0	5	8.0	0	0.0	0	0.0	60.8
Los Altos, CA	CA	Resolution 2015-41	City resolution	2015	28,976	3	3.6	5	20.0	5	12.0	4	12.8	5	2.0	2	3.2	0	0.0	5	8.0	0	0.0	4	16.0	77.6
Martinez, CA	CA	Resolution No. 12	City resolution	2012	35,824	3	3.6	3	12.0	5	12.0	3	9.6	5	2.0	2	3.2	0	0.0	5	8.0	0	0.0	1	4.0	54.4
Menlo Park, CA	CA	Resolution No. 61-23	City resolution	2013	32,026	1	1.2	5	20.0	5	12.0	4	12.8	5	2.0	2	3.2	0	0.0	5	8.0	0	0.0	4	16.0	75.2
Mill Valley, CA	CA	Resolution	City resolution	2013	13,903	1	1.2	5	20.0	5	12.0	4	12.8	5	2.0	2	3.2	0	0.0	5	8.0	0	0.0	4	16.0	80.0
Millbrae, CA	CA	Resolution	City resolution	2013	21,532	3	3.6	5	20.0	5	12.0	4	12.8	5	2.0	2	3.2	0	0.0	5	8.0	0	0.0	4	16.0	77.6
Monte Sereno, CA	CA	Resolution No. 3497	City resolution	2012	3,341	3	3.6	5	20.0	5	12.0	4	12.8	5	2.0	2	3.2	0	0.0	5	8.0	0	0.0	4	16.0	77.6
Moraga, CA	CA	Resolution No. 93-2015	City resolution	2015	16,016	3	3.6	3	12.0	5	12.0	4	12.8	5	2.0	5	8.0	5	4.0	5	8.0	0	0.0	4	16.0	78.4
Newark, CA	CA	Resolution 10074	City policy	2013	42,573	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	2	3.2	5	4.0	5	8.0	0	0.0	1	4.0	72.0
Newport, CA	CA	Resolution	City resolution	2007	51,904	1	1.2	5	20.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	21.2
Oakland, CA	CA	Complete Streets Policy	City policy	2013	390,724	5	6.0	5	20.0	5	12.0	3	9.6	5	2.0	5	8.0	5	4.0	5	8.0	0	0.0	3	12.0	81.6
Oakland, CA	CA	Ordinance No. 13153	City legislation	2013	390,724	3	3.6	5	20.0	5	12.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	40.4
Oakley, CA	CA	Resolution No. XX-13	City resolution	2013	35,432	5	6.0	3	12.0	5	12.0	3	9.6	5	2.0	3	4.8	0	0.0	5	8.0					

Agency	State	Policy name	Type	Year	Population	Intent		Users and modes		Projects		Exceptions		Connectivity		Jurisdiction		Flexibility		Context		Metrics		Implementation		Total score
						Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	
Middletown, CT	CT	Ordinance No. 05-16	City legislation	2016	47,648	3	3.6	4	16.0	5	12.0	1	3.2	0	0.0	5	8.0	0	0.0	0	0.0	0	0.0	2	8.0	50.8
New Haven, CT	CT	Complete Streets Order	City resolution	2008	129,585	1	1.2	4	16.0	5	12.0	0	0.0	0	0.0	0	0.0	2	1.6	0	0.0	0	0.0	4	16.0	46.8
Portland, CT	CT	Complete Streets Policy	City policy	2016	8,732	5	6.0	3	12.0	5	12.0	4	12.8	5	2.0	2	3.2	3	2.4	5	8.0	5	4.0	2	8.0	70.4
South Windsor, CT	CT	Complete Streets Policy	City policy	2016	25,709	3	3.6	5	20.0	0	0.0	0	0.0	5	2.0	5	8.0	0	0.0	0	0.0	0	0.0	4	16.0	49.6
Stamford, CT	CT	Chapter 251, Article XII	City legislation	2015	129,643	1	1.2	5	20.0	5	12.0	5	16.0	0	0.0	3	4.8	0	0.0	0	0.0	0	0.0	1	4.0	58.8
West Hartford, CT	CT	Resolution Adopting a Complete Streets Policy	City resolution	2015	63,268	5	6.0	5	20.0	5	12.0	5	16.0	5	2.0	5	8.0	3	2.4	5	8.0	5	4.0	4	16.0	94.4
Auburndale, FL	FL	Complete Streets Policy	City policy	2012	13,507	1	1.2	5	20.0	5	12.0	0	0.0	5	2.0	0	0.0	3	2.4	5	8.0	0	0.0	0	0.0	45.6
Bartow, FL	FL	Complete Streets Policy	City policy	2012	17,298	1	1.2	5	20.0	5	12.0	0	0.0	5	2.0	0	0.0	3	2.4	5	8.0	0	0.0	0	0.0	45.6
Bonita Springs, FL	FL	Resolution	City resolution	2014	43,914	3	3.6	5	20.0	5	12.0	0	0.0	5	2.0	0	0.0	5	4.0	5	8.0	0	0.0	4	16.0	65.6
Cape Canaveral, FL	FL	Resolution No. 2011-09	City resolution	2011	9,912	3	3.6	4	16.0	5	12.0	0	0.0	5	2.0	2	3.2	2	1.6	5	8.0	0	0.0	0	0.0	46.4
Cape Coral, FL	FL	Resolution 124-15	City resolution	2015	154,305	3	3.6	5	20.0	5	12.0	0	0.0	5	2.0	2	3.2	5	4.0	5	8.0	0	0.0	4	16.0	68.8
Casselberry, FL	FL	Resolution 16-2902	City resolution	2016	26,241	5	6.0	5	20.0	5	12.0	0	0.0	5	2.0	5	8.0	5	4.0	5	8.0	5	4.0	5	20.0	84.0
Cocoa Beach, FL	FL	Resolution No. 2011-24	City resolution	2011	11,231	5	6.0	5	20.0	5	12.0	1	3.2	5	2.0	5	8.0	0	0.0	5	8.0	0	0.0	1	4.0	63.2
Cocoa, FL	FL	Resolution No. 2011-060	City resolution	2011	17,140	5	6.0	4	16.0	5	12.0	0	0.0	5	2.0	2	3.2	2	1.6	5	8.0	0	0.0	0	0.0	48.8
Davenport, FL	FL	Complete Streets Policy	City policy	2012	2,888	1	1.2	5	20.0	5	12.0	0	0.0	5	2.0	0	0.0	3	2.4	5	8.0	0	0.0	0	0.0	45.6
Delray Beach, FL	FL	Complete Streets Policy, GA-50, REV.0	City policy	2016	60,522	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	5	4.0	5	8.0	5	4.0	4	16.0	92.8
Dundee, FL	FL	Complete Streets Policy	City policy	2012	3,717	1	1.2	5	20.0	5	12.0	0	0.0	5	2.0	0	0.0	3	2.4	5	8.0	0	0.0	0	0.0	45.6
Eagle Lake, FL	FL	Complete Streets Policy	City policy	2012	2,255	1	1.2	5	20.0	5	12.0	0	0.0	5	2.0	0	0.0	3	2.4	5	8.0	0	0.0	0	0.0	45.6
Fort Lauderdale, FL	FL	Complete Streets Policy	City policy	2013	165,521	5	6.0	3	12.0	5	12.0	5	16.0	5	2.0	5	8.0	2	1.6	5	8.0	5	4.0	4	16.0	85.6
Fort Meade, FL	FL	Complete Streets Policy	City policy	2012	5,626	5	6.0	5	20.0	5	12.0	0	0.0	5	2.0	0	0.0	3	2.4	5	8.0	0	0.0	0	0.0	45.6
Fort Myers, FL	FL	Resolution	City resolution	2011	62,298	1	1.2	2	8.0	5	12.0	0	0.0	0	0.0	2	3.2	0	0.0	5	8.0	0	0.0	1	4.0	36.4
Frostproof, FL	FL	Complete Streets Policy	City policy	2012	2,992	1	1.2	5	20.0	5	12.0	0	0.0	5	2.0	0	0.0	3	2.4	5	8.0	0	0.0	0	0.0	45.6
Grant-Valkaria, FL	FL	Resolution No. 07-2011	City resolution	2011	3,850	3	3.6	4	16.0	5	12.0	4	12.8	5	2.0	2	3.2	0	0.0	5	8.0	0	0.0	1	4.0	61.6
Haines City, FL	FL	Complete Streets Policy	City policy	2012	20,535	1	1.2	5	20.0	5	12.0	0	0.0	5	2.0	0	0.0	3	2.4	5	8.0	0	0.0	0	0.0	45.6
Highland Park, FL	FL	Complete Streets Policy	City policy	2012	230	1	1.2	5	20.0	5	12.0	0	0.0	5	2.0	0	0.0	3	2.4	5	8.0	0	0.0	0	0.0	45.6
Hillcrest Heights, FL	FL	Complete Streets Policy	City policy	2012	254	1	1.2	5	20.0	5	12.0	0	0.0	5	2.0	0	0.0	3	2.4	5	8.0	0	0.0	0	0.0	45.6
Inverness, FL	FL	Resolution 2016-06	City resolution	2016	7,210	3	3.6	4	16.0	2	4.8	1	3.2	5	2.0	5	8.0	3	2.4	5	8.0	0	0.0	1	4.0	52.0
Inverness, FL	FL	Resolution No. 2017-10	City resolution	2017	7,210	1	1.2	0	0.0	0	0.0	0	0.0	0	0.0	2	3.2	0	0.0	0	0.0	0	0.0	0	0.0	4.4
Lake Alfred, FL	FL	Complete Streets Policy	City policy	2012	5,015	1	1.2	5	20.0	5	12.0	0	0.0	5	2.0	0	0.0	3	2.4	5	8.0	0	0.0	0	0.0	45.6
Lake Hamilton, FL	FL	Complete Streets Policy	City policy	2012	1,231	1	1.2	5	20.0	5	12.0	0	0.0	5	2.0	0	0.0	3	2.4	5	8.0	0	0.0	0	0.0	45.6
Lake Wales, FL	FL	Complete Streets Policy	City policy	2012	14,225	1	1.2	5	20.0	5	12.0	0	0.0	5	2.0	0	0.0	3	2.4	5	8.0	0	0.0	0	0.0	45.6
Lakeland, FL	FL	Complete Streets Policy	City policy	2012	97,422	1	1.2	5	20.0	5	12.0	0	0.0	5	2.0	0	0.0	3	2.4	5	8.0	0	0.0	0	0.0	45.6
Longwood, FL	FL	Resolution 15-1376	City resolution	2015	13,657	5	6.0	5	20.0	3	7.2	0	0.0	5	2.0	0	0.0	3	2.4	5	8.0	0	0.0	0	0.0	69.6
Miami, FL	FL	Resolution No. 09-00274	City resolution	2009	399,457	1	1.2	4	16.0	0	0.0	0	0.0	0	0.0	1	3.2	0	0.0	0	0.0	0	0.0	1	4.0	24.4
Mulberry, FL	FL	Complete Streets Policy	City policy	2012	3,817	1	1.2	5	20.0	5	12.0	0	0.0	5	2.0	0	0.0	3	2.4	5	8.0	0	0.0	0	0.0	45.6
Naples, FL	FL	Resolution 15-13719	City resolution	2015	19,537	5	6.0	4	16.0	5	12.0	0	0.0	5	2.0	2	3.2	3	2.4	5	8.0	5	4.0	4	16.0	69.6
Orange City, FL	FL	Resolution 643-11	City resolution	2011	10,599	3	3.6	4	16.0	5	12.0	1	3.2	0	0.0	2	3.2	2	1.6	5	8.0	0	0.0	0	0.0	47.6
Palm Bay, FL	FL	Resolution No. 2011-22	City policy	2011	103,190	3	3.6	4	16.0	3	7.2	0	0.0	0	0.0	2	3.2	0	0.0	5	8.0	0	0.0	0	0.0	38.0
Polk City, FL	FL	Complete Streets Policy	City policy	2012	1,562	1	1.2	5	20.0	5	12.0	0	0.0	5	2.0	0	0.0	3	2.4	5	8.0	0	0.0	0	0.0	45.6
Punta Gorda, FL	FL	Resolution 3047-13	City resolution	2013	16,641	3	3.6	5	20.0	5	12.0	4	12.8	0	0.0	0	0.0	5	4.0	5	8.0	0	0.0	2	8.0	68.4
Rockledge, FL	FL	Resolution	City resolution	2011	24,926	3	3.6	4	16.0	5	12.0	0	0.0	0	0.0	2	3.2	2	1.6	5	8.0	0	0.0	0	0.0	44.4
Satellite Beach, FL	FL	Resolution NO 948	City resolution	2014	10,109	5	6.0	2	8.0	5	12.0	4	12.8	5	2.0	2	3.2	2	1.6	5	8.0	0	0.0	1	4.0	57.6
St. Petersburg, FL	FL	Resolution 2015-40	City resolution	2015	244,769	3	3.6	5	20.0	0	0.0	0	0.0	0	0.0	5	8.0	5	4.0	5	8.0	0	0.0	5	20.0	63.6
St. Petersburg, FL	FL	Administrative Policy #020400	City policy	2015	244,769	1	1.2	5	20.0	3	7.2	3	9.6	5	2.0	5	8.0	5	4.0	5	8.0	0	0.0	5	20.0	80.0
Tampa, FL	FL	Resolution No. 2814	City resolution	2012	335,709	1	1.2	4	16.0	5	12.0	1	3.2	0	0.0	2	3.2	0	0.0	0	0.0	0	0.0	0	0.0	35.6
Titusville, FL	FL	Resolution No. 15-2011	City resolution	2011	43,761	5	6.0	4	16.0	5	12.0	0	0.0	0	0.0	2	3.2	2	1.6	5	8.0	0	0.0	0	0.0	46.8
Winter Haven, FL	FL	Complete Streets Policy	City policy	2012	33,874	5	6.0	5	20.0	5	12.0	0	0.0	5	2.0	0	0.0	3	2.4	5	8.0	0	0.0	0	0.0	45.6
Winter Park, FL	FL	Resolution No 2083-11	City resolution	2011	27,852	3	3.6	4	16.0	12	12.0	4	12.8	0	0.0	2	3.2	2	1.6	5	8.0	5	4.0	2	8.0	69.2
Americus, GA	GA	Resolution Adopting a Complete Streets Policy	City resolution	2016	17,041	1	1.2	3	12.0	3	7.2	0	0.0	0	0.0	2	3.2	0	0.0	0	0.0	0	0.0	1	4.0	27.6
Athens-Clarke County, GA	GA	Complete Streets Policy	City policy	2012	115,425	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	0	0.0	5	4.0	5	8.0	0	0.0	1	4.0	68.8
Brunswick, GA	GA	Ordinance No. 1048	City legislation	2017</																						

Agency	State	Policy name	Type	Year	Population	Intent		Users and modes		Projects		Exceptions		Connectivity		Jurisdiction		Flexibility		Context		Metrics		Implementation		Total score
						Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	
Spirit Lake, IA	IA	Resolution No. 2014-51	City resolution	2014	4,840	5	6.0	5	20.0	5	12.0	1	3.2	5	2.0	5	8.0	5	4.0	5	8.0	0	0.0	3	12.0	75.2
Urbandale, IA	IA	Complete Streets Policy	City policy	2016	39,463	1	1.2	0	0.0	3	7.2	1	3.2	0	0.0	2	3.2	3	2.4	0	0.0	0	0.0	2	8.0	25.2
Waterloo, IA	IA	Resolution 2013-474	City policy	2013	68,406	5	6.0	5	20.0	3	7.2	4	12.8	5	20.0	5	8.0	5	4.0	5	8.0	5	4.0	2	8.0	80.0
West Des Moines, IA	IA	Complete Streets Policy	City policy	2015	56,609	1	1.2	0	0.0	3	7.2	1	3.2	0	0.0	2	3.2	3	2.4	0	0.0	0	0.0	1	4.0	21.2
Windsor Heights, IA	IA	Resolution 16-0749	City resolution	2016	4,860	1	1.2	4	16.0	5	12.0	4	12.8	5	20.0	5	8.0	5	4.0	5	8.0	5	4.0	4	16.0	62.4
Coeur d'Alene, ID	ID	Resolution 09-02	City policy	2009	44,137	3	3.6	5	20.0	5	12.0	1	3.2	5	2.0	5	8.0	5	4.0	5	8.0	0	0.0	0	0.0	61.2
Hailey, ID	ID	Ordinance No. 1116	City legislation	2012	7,960	5	6.0	4	16.0	5	12.0	4	12.8	0	0.0	3	4.8	5	4.0	5	8.0	0	0.0	0	0.0	63.6
McCall, ID	ID	Resolution 11-20	City resolution	2011	2,991	3	3.6	4	16.0	5	12.0	1	3.2	5	2.0	2	3.2	3	2.4	5	8.0	0	0.0	0	0.0	50.4
Sandpoint, ID	ID	Resolution	City policy	2010	7,365	5	6.0	4	16.0	5	12.0	1	3.2	5	2.0	2	3.2	5	4.0	5	8.0	0	0.0	0	0.0	54.4
Algonquin, IL	IL	Resolution No. 2014-R-28	City policy	2014	30,046	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	5	4.0	0	0.0	0	0.0	1	4.0	68.8
Arlington Heights, IL	IL	Complete Streets Policy	City policy	2013	75,101	5	6.0	2	8.0	5	12.0	2	6.4	5	2.0	2	3.2	0	0.0	5	8.0	5	4.0	5	20.0	69.6
Bartlett, IL	IL	Resolution 2017-70-R	City resolution	2017	41,208	5	6.0	4	16.0	5	12.0	4	12.8	5	2.0	0	0.0	5	4.0	5	8.0	5	4.0	3	12.0	76.8
Bartlett, IL	IL	Resolution 2017-70-R	City resolution	2017	41,208	5	6.0	4	16.0	5	12.0	4	12.8	5	2.0	0	0.0	5	4.0	5	8.0	5	4.0	3	12.0	76.8
Bensenville, IL	IL	Ordinance No. 9-2016	City legislation	2016	18,352	5	6.0	5	20.0	5	12.0	1	3.2	5	2.0	2	3.2	3	2.4	5	8.0	5	4.0	2	8.0	68.8
Berwyn, IL	IL	Ordinance No. 11-40	City legislation	2011	56,657	3	3.6	5	20.0	5	12.0	5	16.0	0	0.0	2	3.2	3	2.4	0	0.0	0	0.0	4	16.0	73.2
Bloomington, IL	IL	Ordinance No. 2016-87	City legislation	2016	76,610	3	3.6	5	20.0	5	12.0	4	12.8	0	0.0	5	8.0	5	4.0	0	0.0	5	4.0	1	4.0	68.4
Blue Island, IL	IL	Ordinance	City legislation	2011	23,706	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	2	3.2	5	4.0	5	8.0	5	4.0	1	4.0	76.0
Brookfield, IL	IL	Resolution 2016-1038	City resolution	2016	18,978	5	6.0	3	12.0	0	0.0	4	12.8	5	2.0	5	8.0	5	4.0	5	8.0	5	4.0	4	16.0	72.8
Calumet City, IL	IL	Resolution #17-9	City resolution	2017	37,042	5	6.0	5	20.0	5	12.0	5	16.0	5	2.0	5	8.0	5	4.0	5	8.0	5	4.0	4	16.0	96.0
Calumet City, IL	IL	Ordinance No. 16-1145	City legislation	2016	7,835	5	6.0	2	8.0	5	12.0	2	6.4	5	2.0	5	8.0	5	4.0	5	8.0	5	4.0	4	16.0	81.4
Canton, IL	IL	Complete Streets Proclamation	City internal policy	2013	14,704	1	1.2	5	20.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	21.2
Carbondale, IL	IL	Resolution No. 2015-R-12	City resolution	2015	25,902	3	3.6	2	8.0	0	0.0	1	3.2	5	2.0	0	0.0	5	4.0	5	8.0	0	0.0	4	16.0	44.8
Chicago Heights, IL	IL	Resolution No. 2013-43	City policy	2013	30,276	3	3.6	5	20.0	5	12.0	0	0.0	5	2.0	2	3.2	5	4.0	5	8.0	5	4.0	1	4.0	60.8
Chicago, IL	IL	Safe Streets for Chicago	City internal policy	2006	2,695,598	5	6.0	5	20.0	5	12.0	0	0.0	0	0.0	2	1.6	0	0.0	0	0.0	0	0.0	0	0.0	39.6
DeKalb, IL	IL	Complete Streets Policy, Policy Number 02-01	City policy	2016	43,862	5	6.0	5	20.0	3	7.2	2	6.4	5	2.0	2	3.2	5	4.0	5	8.0	0	0.0	3	12.0	68.8
Des Plaines, IL	IL	Complete Streets Policy	City policy	2011	58,364	5	6.0	4	16.0	5	12.0	2	6.4	5	2.0	5	8.0	5	4.0	0	0.0	5	4.0	4	16.0	74.4
Evanston, IL	IL	Resolution 6-R-14	City policy	2014	74,486	5	6.0	4	16.0	5	12.0	4	12.8	5	2.0	0	0.0	0	0.0	5	8.0	0	0.0	1	4.0	60.8
Evanston, IL	IL	Complete and Green Streets Policy	City policy	2017	74,486	3	3.6	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	5	4.0	5	8.0	5	4.0	5	20.0	94.4
Forest Park, IL	IL	Resolution	City resolution	2011	14,167	3	3.6	4	16.0	5	12.0	2	6.4	0	0.0	2	3.2	0	0.0	0	0.0	5	4.0	3	12.0	57.2
Franklin Park, IL	IL	Ordinance Number 1718-G-22	City legislation	2017	18,333	3	3.6	5	20.0	5	12.0	5	16.0	0	0.0	5	8.0	5	4.0	5	8.0	5	4.0	3	12.0	87.6
Glen Carbon, IL	IL	Resolution No. 2015-3	City resolution	2015	12,934	1	1.2	2	8.0	0	0.0	0	0.0	0	0.0	2	3.2	0	0.0	5	8.0	0	0.0	3	12.0	34.4
Hoffman Estates, IL	IL	Resolution	City resolution	2011	51,895	1	1.2	5	20.0	5	12.0	5	16.0	0	0.0	2	3.2	0	0.0	5	8.0	0	0.0	1	4.0	64.4
Lakeview, IL	IL	Resolution No. 14-R-11	City resolution	2014	6,017	5	6.0	4	16.0	4	12.8	5	16.0	5	2.0	5	8.0	5	4.0	5	8.0	5	4.0	4	16.0	68.4
Lemont, IL	IL	Resolution	City resolution	2011	16,000	1	1.2	3	12.0	5	12.0	5	16.0	5	2.0	5	8.0	0	0.0	0	0.0	5	4.0	0	0.0	70.4
Midlothian, IL	IL	Complete Streets Policy	City policy	2016	14,819	5	6.0	2	8.0	5	12.0	4	12.8	5	2.0	2	3.2	5	4.0	5	8.0	5	4.0	3	12.0	72.0
Normal, IL	IL	Complete Streets Policy	City policy	2016	52,497	3	3.6	3	12.0	5	12.0	5	16.0	5	2.0	5	8.0	5	4.0	0	0.0	0	0.0	4	16.0	73.6
North Chicago, IL	IL	Access Unlimited: A Compact Complete Streets Policy Guide	City internal policy	2014	32,374	3	3.6	3	12.0	5	12.0	1	3.2	5	2.0	2	3.2	3	2.4	5	8.0	0	0.0	3	12.0	58.4
Oak Lawn, IL	IL	Resolution No. 14-13-25	City policy	2014	56,690	3	3.6	5	20.0	0	0.0	0	0.0	5	2.0	5	8.0	3	2.4	5	8.0	5	4.0	1	4.0	52.0
Oak Park, IL	IL	Complete Streets Policy	City legislation	2012	51,878	5	6.0	4	16.0	5	12.0	5	16.0	5	2.0	0	0.0	5	4.0	5	8.0	5	4.0	3	12.0	80.0
Park Forest, IL	IL	Resolution	City resolution	2015	21,975	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	5	4.0	5	8.0	5	4.0	4	16.0	92.8
Peoria, IL	IL	Ordinance 17-260	City legislation	2015	115,007	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	5	4.0	5	8.0	5	4.0	4	16.0	92.8
Plainfield, IL	IL	Complete Streets Policy	City policy	2015	39,581	3	3.6	5	20.0	5	12.0	5	16.0	5	2.0	5	8.0	3	2.4	5	8.0	5	4.0	3	12.0	88.0
Richton Park, IL	IL	Ordinance NO. 1616	City legislation	2016	13,646	3	3.6	0	0.0	5	12.0	5	16.0	5	2.0	2	3.2	5	4.0	5	8.0	5	4.0	4	16.0	88.0
Riverdale, IL	IL	Resolution	City resolution	2012	13,549	1	1.2	5	20.0	5	12.0	5	16.0	0	0.0	2	3.2	0	0.0	0	0.0	0	0.0	1	4.0	56.4
Savoy, IL	IL	Complete Streets Policy	City policy	2017	7,280	3	3.6	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	5	4.0	5	8.0	5	4.0	3	12.0	86.4
Skokie, IL	IL	Resolution 16-R-1929	City resolution	2016	64,784	5	6.0	3	12.0	5	12.0	5	16.0	5	2.0	5	8.0	5	4.0	5	8.0	5	4.0	2	8.0	76.0
South Chicago Heights, IL	IL	Resolution NO. 2016-R-2	City resolution	2016	4,139	5	6.0	3	12.0	5	12.0	5	16.0	5	2.0	2	3.2	5	4.0	5	8.0	5	4.0	4	16.0	83.2
Steger, IL	IL	Resolution No. 1096	City resolution	2016	9,570	5	6.0	3	12.0	2	4.8	0	0.0	0	0.0	0	0.0	0	0.0	5	8.0	0	0.0	4	16.0	46.8
Summit, IL	IL	Resolution No. 17-R-02	City resolution	2017	11,054	5	6.0	5	20.0	5	12.0	5	16.0	5	2.0	2	3.2	5	4.0	5	8.0	5	4.0	4	16.0	91.2
Tinley Park, IL	IL	Complete Streets Policy	City policy	2012	56,703	3	3.6	5	20.0	3	7.2	0	0.0	5	2.0	5	8.0	5	4.0	5	8.0	5	4.0			

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Agawam, MA	MA	Resolution 2016-12	City resolution	2016	28,438	3	3.6	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	3	2.4	5	8.0	0	0.0	5	20.0	90.4
Arlington, MA	MA	Complete Streets Policy and Guidelines	City policy	2016	42,844	5	6.0	5	20.0	5	12.0	1	3.2	5	2.0	5	8.0	3	2.4	5	8.0	0	0.0	5	20.0	81.6
Ashland, MA	MA	Complete Streets Policy	City policy	2016	16,593	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	3	2.4	5	8.0	0	0.0	4	16.0	87.2
Ayer, MA	MA	Complete Streets Policy	City policy	2016	7,427	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	3	2.4	5	8.0	5	4.0	5	20.0	95.2
Barnstable, MA	MA	Complete Streets Policy	City policy	2016	5,398	5	6.0	5	20.0	2	4.8	4	12.8	5	2.0	5	8.0	3	2.4	5	8.0	0	0.0	4	16.0	81.6
Bedford, MA	MA	Complete Streets Policy	City policy	2016	13,320	5	6.0	5	20.0	2	4.8	4	12.8	5	2.0	5	8.0	3	2.4	5	8.0	0	0.0	4	16.0	80.0
Berlin, MA	MA	Complete Streets Policy	City policy	2017	2,866	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	3	2.4	5	8.0	0	0.0	5	20.0	92.8
Beverly, MA	MA	Complete Streets Policy	City policy	2015	39,502	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	3	2.4	5	8.0	0	0.0	3	12.0	83.2
Billerica, MA	MA	Complete Streets Policy	City policy	2017	40,243	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	3	2.4	5	8.0	0	0.0	4	16.0	79.2
Braintree, MA	MA	Complete Streets Policy	City policy	2017	35,744	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	3	2.4	5	8.0	0	0.0	4	16.0	87.2
Bridgewater, MA	MA	Complete Streets Policy	City policy	2016	26,563	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	3	2.4	5	8.0	5	4.0	5	20.0	96.8
Brockton, MA	MA	Complete Streets Policy	City policy	2014	93,810	1	1.2	5	20.0	5	12.0	2	6.4	5	2.0	5	8.0	3	2.4	5	8.0	0	0.0	4	16.0	76.0
Brockton, MA	MA	Ordinance Amending Chapter 20 Streets and Sidewalks of the Revised Ordinance of the City of Brockton	City legislation	2016	93,810	5	6.0	5	20.0	5	12.0	5	16.0	5	2.0	5	8.0	5	4.0	5	8.0	5	4.0	5	20.0	100.0
Brookfield, MA	MA	Complete Streets Policy	City policy	2017	3,390	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	3	2.4	5	8.0	5	4.0	5	20.0	95.2
Brookline, MA	MA	Complete Streets Policy	City policy	2016	58,732	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	5	4.0	5	8.0	5	4.0	5	20.0	96.8
Buckland, MA	MA	Complete Streets Policy	City policy	2016	1,902	5	6.0	5	20.0	2	4.8	4	12.8	5	2.0	5	8.0	5	4.0	5	8.0	0	0.0	5	20.0	85.6
Burlington, MA	MA	Complete Streets Policy	City policy	2016	105,162	3	3.6	4	16.0	3	3.6	4	12.8	5	2.0	5	8.0	3	2.4	5	8.0	0	0.0	4	16.0	76.0
Camden, MA	MA	Complete Streets Policy	City policy	2017	21,562	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	3	2.4	5	8.0	5	4.0	4	16.0	81.6
Charlton, MA	MA	Complete Streets Policy	City policy	2016	12,981	5	6.0	5	20.0	2	4.8	4	12.8	5	2.0	5	8.0	5	4.0	5	8.0	0	0.0	4	16.0	81.6
Chester, MA	MA	Complete Streets Policy	City policy	2017	33,802	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	5	4.0	5	8.0	0	0.0	5	20.0	84.8
Cheshire, MA	MA	Complete Streets Policy	City policy	2016	3,235	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	5	4.0	5	8.0	5	4.0	4	16.0	92.8
Chester, MA	MA	Complete Streets Policy	City policy	2016	1,337	5	6.0	5	20.0	5	12.0	5	16.0	5	2.0	5	8.0	5	4.0	5	8.0	0	0.0	5	20.0	96.0
Clarksburg, MA	MA	Complete Streets Policy	City policy	2016	1,702	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	5	4.0	5	8.0	5	4.0	4	16.0	92.8
Clinton, MA	MA	Complete Streets Policy	City policy	2016	13,606	5	6.0	5	20.0	2	4.8	4	12.8	5	2.0	5	8.0	3	2.4	5	8.0	0	0.0	5	20.0	84.0
Colrain, MA	MA	Complete Streets Policy	City policy	2016	1,671	5	6.0	5	20.0	2	4.8	4	12.8	5	2.0	5	8.0	5	4.0	5	8.0	0	0.0	5	20.0	85.6
Dalton, MA	MA	Complete Streets Policy	City policy	2016	6,756	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	5	4.0	5	8.0	5	4.0	4	16.0	92.8
Dartmouth, MA	MA	Complete Streets Policy	City policy	2016	34,032	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	3	2.4	5	8.0	0	0.0	5	20.0	91.2
Dedham, MA	MA	Complete Streets Policy	City policy	2017	24,729	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	3	2.4	5	8.0	0	0.0	3	12.0	83.2
Devens, MA	MA	Complete Streets Policy	City policy	2017	1,840	3	3.6	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	5	4.0	5	8.0	5	4.0	5	20.0	94.4
Dighton, MA	MA	Complete Streets Policy	City policy	2016	7,086	5	6.0	5	20.0	2	4.8	1	3.2	5	2.0	5	8.0	3	2.4	5	8.0	0	0.0	1	4.0	59.4
Dunstable, MA	MA	Complete Streets Policy	City policy	2016	3,179	5	6.0	5	20.0	5	12.0	5	16.0	5	2.0	5	8.0	3	2.4	5	8.0	0	0.0	5	20.0	94.4
Eastham, MA	MA	Selection Policy on Complete Streets	City policy	2016	4,956	3	3.6	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	5	4.0	5	8.0	5	4.0	4	16.0	90.4
Easthampton, MA	MA	Complete Streets Administrative Policy for the City of Easthampton	City policy	2016	16,053	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	3	2.4	5	8.0	0	0.0	5	20.0	91.2
Easton, MA	MA	Complete Streets Policy	City policy	2016	23,112	5	6.0	5	20.0	2	4.8	1	3.2	5	2.0	5	8.0	3	2.4	5	8.0	0	0.0	5	20.0	74.4
Egremont, MA	MA	Complete Streets Policy	City policy	2016	1,225	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	5	4.0	5	8.0	5	4.0	4	16.0	92.8
Everett, MA	MA	Resolution	City resolution	2014	41,667	1	1.2	5	20.0	5	12.0	0	0.0	5	2.0	5	8.0	3	2.4	5	8.0	0	0.0	4	16.0	69.6
Fail River, MA	MA	Complete Streets Policy	City policy	2017	88,857	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	3	2.4	5	8.0	5	4.0	4	16.0	88.0
Fitchburg, MA	MA	Executive Order, Complete Streets Policy	City executive order	2016	40,318	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	3	2.4	5	8.0	0	0.0	5	20.0	88.0
Framingham, MA	MA	Policy on Complete Streets	City policy	2015	68,318	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	0	0.0	5	8.0	5	4.0	3	12.0	84.8
Gardner, MA	MA	Complete Streets Policy	City policy	2016	20,228	5	6.0	5	20.0	5	12.0	5	16.0	5	2.0	5	8.0	3	2.4	5	8.0	0	0.0	5	20.0	81.6
Georgetown, MA	MA	Complete Streets Policy	City policy	2017	8,183	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	5	4.0	5	8.0	0	0.0	5	20.0	92.8
Gloucester, MA	MA	Mayor's Memorandum Establishing a Safe and Accessible Streets Policy	City legislation	2016	28,789	5	6.0	5	20.0	0	0.0	5	16.0	5	2.0	5	8.0	3	2.4	5	8.0	0	0.0	4	16.0	78.4
Granville, MA	MA	Complete Streets Policy	City policy	2016	1,566	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	3	2.4	5	8.0	0	0.0	5	20.0	91.2
Great Barrington, MA	MA	Complete Streets Policy	City policy	2017	7,104	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	5	4.0	5	8.0	5	4.0	4	16.0	92.8
Greenfield, MA	MA	Complete Streets Policy	City policy	2016	17,456	5	6.0	5	20.0	2	4.8	4	12.8	5	2.0	5	8.0	3	2.4	5	8.0	0	0.0	5	20.0	84.0
Groton, MA	MA	Policy #16-02 Complete Streets	City policy	2016	10,646	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	3	2.4	5	8.0	0	0.0	5	20.0	91.2
Groveland, MA	MA	Complete Streets Policy	City policy	2016	6,459	5	6.0	5	20.0	5	12.0	0	0.0	5	2.0	5	8.0	3	2.4	5	8.0	0	0.0	5	20.0	70.4
Hanson, MA	MA	Complete Streets Policy	City policy	2016	10,209	5	6.0	5	20.0	5	12.0	5	16.0	5	2.0	5	8.0	3	2.4	5	8.0	0	0.0	5	20.0	94.4
Harvard, MA	MA	Complete Streets Policy	City policy	2017	6,520	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	3	2.4	5	8.0	5	4.0	4	16.0	91.2
Hinsdale, MA	MA	Complete Streets Policy	City policy	2016	2,032	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	3	2.4	5	8.0	0	0.0	4	16.0	87.2
Holden, MA	MA	Complete Streets Policy for the Town of Holden	City policy	2017	17,346	3	3.6	5	20.0</																	

Agency	State	Policy name	Type	Year	Population	Intent		Users and modes		Projects		Exceptions		Connectivity		Jurisdiction		Flexibility		Context		Metrics		Implementation		Total score
						Weighted Points	Points																			
Norton, MA	MA	Complete Street Policy	City policy	2017	19,031	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	5	4.0	5	8.0	0	0.0	5	20.0	92.8
Norwell, MA	MA	Complete Streets Policy	City policy	2015	9,279	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	3	2.4	5	8.0	0	0.0	4	16.0	87.2
Oak Bluffs, MA	MA	Complete Street Policy	City policy	2017	4,527	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	5	4.0	5	8.0	0	0.0	4	16.0	88.8
Orange, MA	MA	Complete Streets Policy	City policy	2016	7,839	5	6.0	5	20.0	5	12.0	5	16.0	5	2.0	5	8.0	3	2.4	5	8.0	0	0.0	4	16.0	90.4
Orford, MA	MA	Complete Streets Policy	City policy	2016	13,708	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	3	2.4	5	8.0	0	0.0	5	20.0	91.3
Palmer, MA	MA	Complete Streets Policy	City policy	2016	12,140	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	3	2.4	5	8.0	0	0.0	4	16.0	87.2
Peabody, MA	MA	Complete Streets Policy	City policy	2016	51,251	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	3	2.4	5	8.0	0	0.0	4	16.0	87.2
Pittsfield, MA	MA	Complete Street Policy	City policy	2017	44,737	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	5	4.0	5	8.0	0	0.0	4	16.0	88.8
Plymouth, MA	MA	Complete Streets Policy	City policy	2013	56,468	3	3.6	5	20.0	5	12.0	2	6.4	5	2.0	5	8.0	3	2.4	5	8.0	0	0.0	4	16.0	78.4
Plymouth, MA	MA	Complete Streets Policy	City policy	2016	56,468	5	6.0	5	20.0	5	12.0	5	16.0	5	2.0	5	8.0	3	2.4	5	8.0	0	0.0	5	20.0	94.4
Reading, MA	MA	Complete Streets Policy	City policy	2014	24,747	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	3	2.4	5	8.0	0	0.0	4	16.0	87.2
Rockland, MA	MA	Complete Streets Policy	City policy	2016	17,489	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	3	2.4	5	8.0	0	0.0	4	16.0	87.2
Rutland, MA	MA	Complete Streets Policy	City policy	2016	7,973	5	6.0	5	20.0	2	4.8	4	12.8	5	2.0	5	8.0	5	4.0	5	8.0	0	0.0	5	20.0	85.6
Salem, MA	MA	Complete Streets Policy	City policy	2014	41,340	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	3	2.4	5	8.0	0	0.0	4	16.0	87.2
Salisbury, MA	MA	Complete Streets Policy	City policy	2016	8,283	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	3	2.4	5	8.0	0	0.0	4	16.0	87.2
Sandisfield, MA	MA	Complete Streets Policy	City policy	2016	915	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	5	4.0	5	8.0	5	4.0	4	16.0	92.8
Sandwich, MA	MA	Complete Street Policy	City policy	2017	20,675	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	5	4.0	5	8.0	0	0.0	3	12.0	84.8
Scituate, MA	MA	Complete Streets Policy	City policy	2016	18,133	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	3	2.4	5	8.0	0	0.0	5	20.0	91.2
Sharon, MA	MA	Complete Streets Policy	City policy	2017	17,612	3	3.6	5	20.0	5	12.0	5	16.0	5	2.0	5	8.0	3	2.4	5	8.0	0	0.0	5	20.0	92.0
Sherborn, MA	MA	Complete Streets Policy	City policy	2016	4,119	5	6.0	5	20.0	5	12.0	5	16.0	5	2.0	5	8.0	3	2.4	5	8.0	5	4.0	5	20.0	98.8
Shirley, MA	MA	Complete Streets Policy	City policy	2016	7,211	5	6.0	5	20.0	5	12.0	5	16.0	5	2.0	5	8.0	3	2.4	5	8.0	0	0.0	2	8.0	82.4
Shrewsbury, MA	MA	Complete Streets Policy	City policy	2016	35,608	5	6.0	5	20.0	2	4.8	4	12.8	5	2.0	5	8.0	5	4.0	5	8.0	0	0.0	5	20.0	85.6
Somerset, MA	MA	Complete Streets Policy	City policy	2016	18,165	5	6.0	5	20.0	5	12.0	5	16.0	5	2.0	5	8.0	3	2.4	5	8.0	0	0.0	5	20.0	94.4
Somerville, MA	MA	Chapter 12, Article VII	City legislation	2014	75,754	5	6.0	4	16.0	5	12.0	1	3.2	5	2.0	2	3.2	3	2.4	5	8.0	0	0.0	3	12.0	64.8
South Hadley, MA	MA	South Hadley	City policy	2016	17,514	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	3	2.4	5	8.0	0	0.0	5	20.0	91.2
Spencer, MA	MA	Complete Streets Policy	City policy	2015	11,688	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	5	4.0	5	8.0	0	0.0	3	12.0	84.8
Springfield, MA	MA	Complete Streets Policy	City policy	2015	153,060	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	5	4.0	5	8.0	0	0.0	5	20.0	92.8
Stockbridge, MA	MA	Complete Streets Policy	City policy	2017	1,947	3	3.6	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	3	2.4	5	8.0	5	4.0	3	12.0	84.8
Stoneham, MA	MA	Complete Street Policy	City policy	2017	21,437	5	6.0	5	20.0	5	12.0	5	16.0	5	2.0	5	8.0	3	2.4	5	8.0	0	0.0	5	20.0	94.4
Stoughton, MA	MA	Complete Streets Policy	City policy	2014	26,962	5	6.0	5	20.0	5	12.0	5	16.0	5	2.0	5	8.0	3	2.4	5	8.0	0	0.0	3	12.0	86.4
Stow, MA	MA	Complete Streets Policy	City policy	2016	6,590	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	3	2.4	5	8.0	0	0.0	4	16.0	87.2
Sunderland, MA	MA	Complete Streets Policy	City policy	2016	3,787	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	5	4.0	5	8.0	0	0.0	5	20.0	92.0
Swampscott, MA	MA	Complete Streets Policy	City policy	2016	13,787	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	3	2.4	5	8.0	0	0.0	4	16.0	87.2
Taunton, MA	MA	Policy on Complete Streets	City policy	2016	55,874	5	6.0	5	20.0	2	4.8	4	12.8	5	2.0	5	8.0	3	2.4	5	8.0	5	4.0	3	12.0	80.0
Templeton, MA	MA	Complete Streets Policy	City policy	2017	8,013	3	3.6	5	20.0	5	12.0	4	12.8	5	2.0	3	4.8	3	2.4	5	8.0	5	4.0	2	8.0	77.6
Tewksbury, MA	MA	Complete Streets Policy	City policy	2017	28,961	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	3	2.4	5	8.0	0	0.0	4	16.0	87.2
Tisbury, MA	MA	Complete Streets Policy	City policy	2017	3,949	3	3.6	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	5	4.0	5	8.0	5	4.0	5	20.0	94.4
Topshfield, MA	MA	Complete Streets Policy	City policy	2016	6,085	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	3	2.4	5	8.0	0	0.0	4	16.0	87.2
Townsend, MA	MA	Complete Streets Policy	City policy	2016	8,926	5	6.0	5	20.0	5	12.0	1	3.2	5	2.0	5	8.0	5	4.0	5	8.0	5	4.0	5	20.0	87.2
Tyngsborough, MA	MA	Complete Streets Policy	City policy	2016	11,292	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	3	4.8	5	4.0	5	8.0	0	0.0	3	12.0	81.6
Upton, MA	MA	Complete Streets Policy	City policy	2016	7,542	5	6.0	5	20.0	2	4.8	4	12.8	5	2.0	5	8.0	5	4.0	5	8.0	0	0.0	4	16.0	81.6
Wakefield, MA	MA	Complete Streets Policy	City policy	2017	24,932	3	3.6	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	3	2.4	5	8.0	0	0.0	5	20.0	88.8
Wales, MA	MA	Complete Streets Policy	City policy	2016	1,838	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	3	2.4	5	8.0	5	4.0	5	20.0	95.2
Watertown, MA	MA	A Resolution Establishing a Complete Streets Policy	City resolution	2017	31,915	3	3.6	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	5	4.0	5	8.0	5	4.0	3	12.0	86.4
West Boylston, MA	MA	Policy on Complete Streets	City policy	2016	7,669	5	6.0	5	20.0	5	12.0	5	16.0	5	2.0	5	8.0	3	2.4	5	8.0	0	0.0	5	20.0	94.4
West Brookfield, MA	MA	Complete Streets Policy	City policy	2017	3,701	3	3.6	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	5	4.0	5	8.0	0	0.0	5	20.0	88.8
West Springfield, MA	MA	Ordinance	City legislation	2016	28,391	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	5	4.0	5	8.0	0	0.0	5	20.0	92.8
West Stockbridge, MA	MA	Complete Streets Policy	City policy	2016	1,306	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	5	4.0	5	8.0	5	4.0	4	16.0	92.8
West Tisbury, MA	MA	Complete Streets Policy	City policy	2017	2,740	3	3.6	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	5	4.0	5	8.0	0	0.0	5	20.0	90.4
Westford, MA	MA	Complete Streets Policy	City policy	2016	21,951	3	3.6	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	3	2.4	5	8.0	0	0.0	4	16.0	84.8
Westwood, MA	MA	Policy on Complete Streets	City policy	2015	14,618	5	6.0	5	20.0	5	12.0	2	6.4	5	2.0	5	8.0	5	4.0	5	8.0	0	0.0	5	20.0	86.4
Weymouth, MA	MA	Complete Streets Policy	City policy	2015	53,743	3	3.6	5	20.0	5	12.0	5	16.0	5	2.0	5	8.0	3	2.4	5	8.0	0	0.0	5	20.0	92.0
Whately, MA	MA	Complete Streets Policy	City policy	2016	1,496	5	6.0	5	20.0	2	4.8	4	12.8	5	2.0	5	8.0	3	2.4	5	8.0	0	0.0	5	20.0	76.0
Williamsburg, MA	MA	Complete Streets Policy 8/17/17	City policy	2017	2,482	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	5	4.0	5	8.0	5	4.0	5	20.0	96.8
Williamstown, MA	MA	Complete Streets Policy	City policy	2016	7,754	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	3	2.4	5	8.0	0	0.0	4	16.0	87.2
Winchendon, MA	MA	Complete Streets Policy	City policy	2016	10,300	5	6.0	5	20.0	5	12.0	5	16.0	5	2.0	5	8.0	3	2.4	5	8.0	0	0.0	5	20.0	94.4
Winchester, MA	MA	Complete Streets Policy	City policy	2016	21,374	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	5	4.0	5	8.0	0	0.0	5	20.0	92.8
Winthrop, MA	MA	Complete Streets Policy	City policy	2017	17,497	5	6.0	5	20.0	5	12.0	4	1													

Agency	State	Policy name	Type	Year	Population	Intent		Users and modes		Projects		Exceptions		Connectivity		Jurisdiction		Flexibility		Context		Metrics		Implementation		Total score
						Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	
East Lansing, MI	MI	Ordinance No. 1277	City legislation	2012	48,579	1	1.2	4	16.0	0	0.0	0	0.0	0	0.0	5	8.0	0	0.0	0	0.0	0	0.0	2	8.0	58.0
Escanaba, MI	MI	Resolution	City resolution	2011	12,616	1	1.2	4	16.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	17.2
Fenton Charter Township, MI	MI	Resolution No. 2011-25	City resolution	2011	15,552	1	1.2	4	16.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	17.2
Ferndale, MI	MI	Ordinance No. 1101	City legislation	2010	19,900	1	1.2	4	16.0	3	7.2	5	16.0	5	2.0	0	0.0	0	0.0	0	0.0	0	0.0	1	4.0	46.4
Flint, MI	MI	Resolution No. 2009-10	City resolution	2009	102,434	1	1.2	4	16.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	19.2
Fremont, MI	MI	Resolution R-11-08	City resolution	2011	4,081	1	1.2	4	16.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	17.2
Garfield Charter Township (Grand Traverse County), MI	MI	Resolution 2013-01-T	City resolution	2013	13,840	1	1.2	4	16.0	0	0.0	0	0.0	0	0.0	2	3.2	0	0.0	0	0.0	0	0.0	1	4.0	24.4
Genesee Charter Township, MI	MI	Resolution #11-13	City resolution	2011	21,581	1	1.2	5	20.0	0	0.0	0	0.0	5	2.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	23.2
Gibraltar, MI	MI	Resolution No. 011-001	City resolution	2011	4,656	3	3.6	5	20.0	5	12.0	1	3.2	0	0.0	3	2.4	0	0.0	0	0.0	0	0.0	0	0.0	41.2
Gladstone, MI	MI	Ordinance No. 586	City legislation	2012	4,973	3	3.6	4	16.0	3	7.2	4	12.8	0	0.0	5	4.0	5	8.0	0	0.0	0	0.0	0	0.0	51.6
Grand Blanc Charter Township, MI	MI	Complete Streets Resolution	City resolution	2012	37,508	1	1.2	5	20.0	0	0.0	0	0.0	5	2.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	23.2
Grand Haven, MI	MI	Complete Streets Resolution	City resolution	2011	10,412	1	1.2	4	16.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	17.2
Grand Rapids, MI	MI	Resolution	City resolution	2011	188,040	1	1.2	1	4.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	4.0	9.2
Hamburg Township, MI	MI	Resolution	City resolution	2011	21,165	1	1.2	4	16.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	17.2
Hamtramck, MI	MI	Resolution 2010-120	City resolution	2010	22,423	1	1.2	4	16.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	17.2
Hancock, MI	MI	Ordinance No. 287	City legislation	2014	461	3	3.6	5	20.0	3	7.2	4	12.8	5	2.0	0	0.0	0	0.0	0	0.0	0	0.0	1	4.0	49.6
Holland, MI	MI	Resolution	City resolution	2011	33,051	1	1.2	4	16.0	0	0.0	0	0.0	2	3.2	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	20.4
Houghton, MI	MI	Ordinance	City legislation	2010	7,709	3	3.6	4	16.0	3	7.2	4	12.8	0	0.0	5	4.0	5	8.0	0	0.0	0	0.0	0	0.0	51.6
Ironwood, MI	MI	Resolution No. 490	City legislation	2011	5,387	3	3.6	4	16.0	3	7.2	4	12.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	40.0
Ishpeming, MI	MI	Resolution 2011-01	City policy	2011	6,470	3	3.6	4	16.0	5	12.0	4	12.8	0	0.0	3	2.4	5	8.0	0	0.0	0	0.0	0	0.0	54.8
Jackson, MI	MI	Resolution	City resolution	2006	33,534	3	3.6	4	16.0	5	12.0	0	0.0	0	0.0	3	2.4	0	0.0	0	0.0	0	0.0	0	0.0	34.0
Jonesville, MI	MI	Complete Streets Program Policy	City policy	2010	2,258	3	3.6	4	16.0	5	12.0	0	0.0	0	0.0	2	1.6	5	8.0	0	0.0	0	0.0	0	0.0	41.2
Kalamazoo, MI	MI	Resolution Supporting the Development of Complete Streets Policies	City resolution	2016	74,262	1	1.2	4	16.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	17.2
Kingsley, MI	MI	Resolution 01-2013	City resolution	2013	1,480	1	1.2	4	16.0	0	0.0	0	0.0	0	0.0	2	3.2	0	0.0	0	0.0	0	0.0	1	4.0	24.4
Kinross Township, MI	MI	Resolution 2011-11	City resolution	2011	7,561	1	1.2	4	16.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	17.2
Lake Isabella, MI	MI	Resolution	City resolution	2011	1,681	1	1.2	4	16.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	17.2
Lansing Township, MI	MI	Ordinance	City legislation	2011	8,126	1	1.2	4	16.0	5	12.0	4	12.8	0	0.0	5	8.0	0	0.0	0	0.0	0	0.0	2	8.0	58.0
Lansing, MI	MI	Ordinance No. 1145	City legislation	2009	114,297	1	1.2	4	16.0	3	7.2	0	0.0	5	2.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	30.4
Lathrup Village, MI	MI	Ordinance No. 421-11	City legislation	2011	4,075	3	3.6	3	12.0	5	12.0	4	12.8	0	0.0	3	2.4	0	0.0	0	0.0	0	0.0	1	4.0	46.8
Leslie, MI	MI	Ordinance No. 202	City legislation	2012	1,851	5	6.0	4	16.0	5	12.0	4	12.8	5	2.0	5	8.0	0	0.0	5	4.0	4	16.0	4	16.0	76.8
Lincoln, MI	MI	Resolution	City resolution	2010	1,121	1	1.2	4	16.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	17.2
Long Lake Township, MI	MI	Resolution	City resolution	2013	8,662	1	1.2	4	16.0	2	4.8	0	0.0	0	0.0	2	3.2	0	0.0	0	0.0	0	0.0	1	4.0	29.2
Ludington, MI	MI	Resolution	City resolution	2011	8,076	1	1.2	4	16.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	17.2
Mackinaw City, MI	MI	Resolution	City resolution	2010	806	1	1.2	4	16.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	17.2
Manistique, MI	MI	Resolution	City resolution	2010	3,097	1	1.2	4	16.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	4.0	21.2
Marquette Township, MI	MI	Resolution	City resolution	2011	603	1	1.2	4	16.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	17.2
Marquette, MI	MI	Complete Streets Guiding Principles	City policy	2011	21,355	3	3.6	3	12.0	5	12.0	0	0.0	5	2.0	0	0.0	3	2.4	5	8.0	0	0.0	1	4.0	44.0
Meridian Charter Township, MI	MI	Ordinance 2012-06	City legislation	2012	39,688	1	1.2	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	0	0.0	0	0.0	5	4.0	3	12.0	72.0
Middleville, MI	MI	Resolution 15-11	City resolution	2015	3,319	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	2	3.2	0	0.0	0	0.0	0	0.0	3	12.0	68.0
Midland, MI	MI	Complete Streets Policy	City internal policy	2010	41,863	3	3.6	1	4.0	3	7.2	0	0.0	0	0.0	2	1.6	5	8.0	0	0.0	0	0.0	0	0.0	24.4
Milford Township, MI	MI	Resolution	City resolution	2011	9,561	3	3.6	5	20.0	5	12.0	1	3.2	0	0.0	3	4.8	3	2.4	0	0.0	0	0.0	0	0.0	46.0
Mount Pleasant, MI	MI	Ordinance No. 996	City legislation	2015	26,016	3	3.6	5	20.0	5	12.0	4	12.8	5	2.0	3	3.2	0	0.0	0	0.0	0	0.0	4	16.0	69.6
Mundy Charter Township, MI	MI	Resolution No. 10-13	City resolution	2010	15,082	1	1.2	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1.2
Muskegon, MI	MI	Resolution	City resolution	2011	2,355	1	1.2	4	16.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	17.2
Muskegon, MI	MI	Complete Streets Policy	City policy	2014	172,188	1	1.2	4	16.0	0	0.0	1	3.2	5	2.0	3	2.4	5	8.0	0	0.0	0	0.0	1	4.0	40.0
Newberry, MI	MI	Resolution	City resolution	2011	1,519	1	1.2	4	16.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	17.2
North Muskegon, MI	MI	Resolution 2013-137	City resolution	2013	3,786	1	1.2	5	20.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	21.2
Northville, MI	MI	Complete Streets Resolution	City resolution	2011	5,970	1	1.2	5	20.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	4.0	25.2
Norton Shores, MI	MI	Resolution	City resolution	2013	23,994	1	1.2	4	16.0	0	0.0	0	0.0	2	3.2	0	0.0	0	0.0	0	0.0	0	0.0	1	4.0	24.4
Norway, MI	MI	Ordinance #402	City legislation	2012	2,845	5	6.0	4	16.0	3	7.2	4	12.8	5	2.0	0	0.0	5	4.0	5	8.0	0	0.0	1	4.0	60.0
Novi, MI	MI	Resolution	City resolution	2010	55,224	1	1.2	4	16.0	0	0.0	0	0.0	0												

Agency	State	Policy name	Type	Year	Population	Intent		Users and modes		Projects		Exceptions		Connectivity		Jurisdiction		Flexibility		Context		Metrics		Implementation		Total score
						Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	
Falcon Heights, MN	MN	Complete Streets Policy	City policy	2011	5,321	3	3.6	5	20.0	5	12.0	1	3.2	5	2.0	2	3.2	5	4.0	5	8.0	0	0.0	0	0.0	56.0
Fergus Falls, MN	MN	Resolution No. 141-2012	City resolution	2012	13,138	3	3.6	5	20.0	5	12.0	4	12.8	5	2.0	0	0.0	5	4.0	5	8.0	0	0.0	0	0.0	62.4
Frazee, MN	MN	Resolution 0813-12A	City resolution	2012	1,350	3	3.6	5	20.0	5	12.0	4	12.8	5	2.0	0	0.0	5	4.0	5	8.0	0	0.0	0	0.0	62.4
Golden Valley, MN	MN	Resolution 11-3	City resolution	2011	20,371	3	3.6	4	16.0	0	0.0	0	0.0	5	2.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	21.6
Hawley, MN	MN	Resolution 16-67A	City resolution	2016	4,474	1	1.2	5	20.0	5	12.0	1	3.2	5	2.0	2	3.2	5	4.0	5	8.0	0	0.0	1	4.0	57.6
Hopkins, MN	MN	Legislative Policy 8-1	City policy	2013	17,591	3	3.6	5	20.0	5	12.0	4	12.8	5	2.0	2	3.2	5	4.0	5	8.0	0	0.0	3	12.0	77.6
Hutchinson, MN	MN	Complete Streets Policy	City policy	2015	1,220	3	3.6	5	20.0	5	12.0	1	3.2	5	2.0	5	8.0	5	4.0	5	8.0	0	0.0	3	12.0	72.8
Independence, MN	MN	Resolution No. 10-0413-03	City resolution	2010	3,504	1	1.2	5	20.0	3	7.2	0	0.0	0	0.0	2	3.2	2	1.6	0	0.0	0	0.0	1	4.0	37.2
Independence, MN	MN	Complete Streets Policy	City policy	2011	3,504	3	3.6	2	8.0	5	12.0	1	3.2	5	2.0	2	3.2	5	4.0	5	8.0	0	0.0	2	8.0	52.0
Jackson, MN	MN	Complete Street Policy	City policy	2015	3,299	3	3.6	2	8.0	5	12.0	1	3.2	5	2.0	0	0.0	2	1.6	5	8.0	0	0.0	4	16.0	54.4
Maple Plain, MN	MN	Complete Streets Policy	City policy	2013	1,768	1	1.2	2	8.0	5	12.0	4	12.8	5	2.0	2	3.2	2	1.6	5	8.0	0	0.0	0	0.0	48.8
Maplewood, MN	MN	Living Streets Policy	City policy	2013	38,018	1	1.2	0	0.0	3	7.2	0	0.0	0	0.0	2	3.2	5	4.0	5	8.0	0	0.0	1	4.0	27.6
Minneapolis, MN	MN	Complete Streets Policy	City policy	2016	382,578	5	6.0	5	20.0	2	4.8	4	12.8	5	2.0	5	8.0	5	4.0	5	8.0	0	0.0	5	20.0	85.6
New Hope, MN	MN	Resolution	City resolution	2011	20,339	1	1.2	5	20.0	5	12.0	0	0.0	5	2.0	1	3.2	0	0.0	5	8.0	0	0.0	0	0.0	43.2
New Hope, MN	MN	Complete Streets Policy	City policy	2011	20,339	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	2	3.2	5	4.0	5	8.0	5	4.0	3	12.0	84.0
New Ulm, MN	MN	Complete Streets Policy	City policy	2016	13,522	3	3.6	4	16.0	2	4.8	0	0.0	5	2.0	0	0.0	2	1.6	5	8.0	0	0.0	1	4.0	40.0
Northfield, MN	MN	Resolution 2012-017	City resolution	2012	20,007	5	6.0	5	20.0	5	12.0	5	16.0	5	2.0	2	3.2	5	4.0	5	8.0	0	0.0	3	12.0	83.2
Otterfield, MN	MN	Resolution 2013-02	City resolution	2013	572	3	3.6	5	20.0	5	12.0	4	12.8	5	2.0	0	0.0	5	4.0	5	8.0	0	0.0	1	4.0	66.4
Parkers Prairie, MN	MN	Resolution 13-06	City resolution	2013	1,011	3	3.6	5	20.0	5	12.0	4	12.8	5	2.0	0	0.0	5	4.0	5	8.0	0	0.0	1	4.0	66.4
Piestone, MN	MN	Resolution	City resolution	2011	4,317	3	3.6	5	20.0	5	12.0	4	12.8	5	2.0	0	0.0	5	4.0	5	8.0	0	0.0	3	12.0	74.0
Red Wing, MN	MN	Resolution No. 6196	City resolution	2011	16,459	1	1.2	5	20.0	5	12.0	4	12.8	5	2.0	2	3.2	0	0.0	5	8.0	0	0.0	3	12.0	69.2
Rochester, MN	MN	Complete Streets Policy	City policy	2009	106,769	3	3.6	5	20.0	5	12.0	4	12.8	5	2.0	0	0.0	5	4.0	5	8.0	0	0.0	3	12.0	74.4
St. Cloud, MN	MN	Resolution 2011-11-164	City resolution	2011	65,842	3	3.6	5	20.0	5	12.0	4	12.8	5	2.0	0	0.0	5	4.0	5	8.0	0	0.0	3	12.0	74.4
St. Paul, MN	MN	Resolution No. 09-213	City resolution	2009	285,068	1	1.2	5	20.0	3	7.2	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	4.0	32.4
Stewartville, MN	MN	Resolution 2010-32	City resolution	2010	5,916	3	3.6	5	20.0	5	12.0	4	12.8	5	2.0	0	0.0	5	4.0	5	8.0	0	0.0	1	4.0	66.4
Worthington, MN	MN	Resolution Establishing a Complete Streets Policy	City resolution	2013	12,764	3	3.6	5	20.0	5	12.0	4	12.8	5	2.0	0	0.0	5	4.0	5	8.0	0	0.0	1	4.0	66.4
Anderson, MO	MO	Livable Streets Policy	City policy	2016	1,961	3	3.6	5	20.0	5	12.0	0	0.0	5	2.0	5	8.0	0	0.0	0	0.0	0	0.0	4	16.0	61.6
Belton, MO	MO	Resolution R2012-03	City resolution	2012	23,116	1	1.2	2	8.0	5	12.0	5	16.0	0	0.0	2	3.2	2	1.6	5	8.0	0	0.0	1	4.0	54.0
Blue Springs, MO	MO	Resolution	City resolution	2011	52,575	1	1.2	4	16.0	5	12.0	5	16.0	0	0.0	2	3.2	2	1.6	5	8.0	0	0.0	1	4.0	62.0
Clayton, MO	MO	Bill No. 6294	City legislation	2012	15,939	1	1.2	4	16.0	5	12.0	5	16.0	5	2.0	5	8.0	0	0.0	5	8.0	0	0.0	4	16.0	79.2
Columbia, MO	MO	Ordinance 018097	City legislation	2004	108,500	3	3.6	0	0.0	5	12.0	3	4.8	5	2.0	3	4.8	5	4.0	5	8.0	0	0.0	0	0.0	44.0
Crystal City, MO	MO	Ordinance	City legislation	2010	4,855	3	3.6	5	20.0	5	12.0	5	16.0	5	2.0	5	8.0	2	1.6	5	8.0	0	0.0	3	12.0	83.2
DeSoto, MO	MO	Bill No. 45-08 (Amending Municipal Code Section 41.0.02)	City legislation	2008	6,400	5	6.0	4	16.0	5	12.0	2	6.4	0	0.0	3	4.8	0	0.0	5	8.0	0	0.0	1	4.0	57.2
Elsberry, MO	MO	Resolution 2010-002	City resolution	2010	1,934	1	1.2	5	20.0	3	7.2	0	0.0	5	2.0	0	0.0	5	4.0	5	8.0	0	0.0	0	0.0	42.4
Ferguson, MO	MO	Code	City legislation	2008	1,677	3	3.6	4	16.0	5	12.0	1	3.2	5	2.0	2	3.2	0	0.0	5	8.0	0	0.0	1	4.0	52.0
Festus, MO	MO	Resolution No. 3924 1/2	City policy	2010	11,602	1	1.2	5	20.0	5	12.0	2	6.4	5	2.0	5	8.0	2	1.6	5	8.0	0	0.0	4	16.0	75.2
Florissant, MO	MO	Bill No. 9162	City legislation	2016	52,158	5	6.0	5	20.0	5	12.0	5	16.0	5	2.0	5	8.0	3	2.4	0	0.0	0	0.0	4	16.0	82.4
Grandview, MO	MO	Resolution 2011-24	City resolution	2011	24,475	1	1.2	4	16.0	5	12.0	5	16.0	0	0.0	2	3.2	5	4.0	5	8.0	0	0.0	1	4.0	64.4
Herculaneum, MO	MO	Ordinance No. 33-2010	City legislation	2010	3,468	3	3.6	5	20.0	5	12.0	1	3.2	5	2.0	5	8.0	2	1.6	5	8.0	0	0.0	4	16.0	74.4
Independence, MO	MO	Resolution 5672	City resolution	2011	116,830	1	1.2	4	16.0	3	7.2	0	0.0	0	0.0	2	3.2	2	1.6	5	8.0	0	0.0	1	4.0	41.2
Kansas City, MO	MO	Resolution No. 110069	City resolution	2011	459,787	1	1.2	2	8.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	9.2
Kansas City, MO	MO	Committee Substitute for Ordinance No. 170949	City legislation	2017	459,787	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	3	2.4	5	8.0	5	4.0	4	16.0	91.2
Lee's Summit, MO	MO	Resolution No. 10-17	City policy	2010	91,364	1	1.2	5	20.0	5	12.0	5	16.0	5	2.0	2	3.2	0	1.6	5	8.0	0	0.0	1	4.0	72.8
Pageade, MO	MO	Bill No. 2015-13	City legislation	2015	3,304	1	1.2	4	16.0	2	4.8	0	0.0	5	2.0	2	3.2	0	1.6	5	8.0	0	0.0	2	8.0	35.2
Peculiar, MO	MO	Ordinance No. 1298	City legislation	2010	5,484	3	3.6	5	20.0	5	12.0	5	16.0	5	2.0	2	3.2	0	1.6	5	8.0	0	0.0	3	12.0	64.0
Pleville, MO	MO	Ordinance 16-11, Livable Streets	City legislation	2016	791	3	3.6	5	20.0	5	12.0	0	0.0	5	2.0	5	8.0	0	0.0	5	8.0	0	0.0	4	16.0	69.6
Rolla, MO	MO	Complete Streets Policy	City resolution	2017	19,559	5	6.0	5	20.0	5	12.0	1	3.2	5	2.0	5	8.0	5	4.0	5	8.0	5	4.0	4	16.0	83.2
Southwest City, MO	MO	Livable Streets Policy	City policy	2017	970	3	3.6	5	20.0	5	12.0	0	0.0	5	2.0	5	8.0	0	0.0	0	0.0	0	0.0	0	0.0	61.6
Springfield, MO	MO	Complete Streets Policy	City policy	2014	159,498	3	3.6	4	16.0	5	12.0	3	9.6	5	2.0	0	0.0	2	1.6	5	8.0	0	0.0	4	16.0	68.8
St. Louis, MO	MO	Board Bill No. 7	City legislation	2010	319,294	1	1.2	4	16.0	5	12.0	1	3.2	5	2.0	2	3.2	0	0.0	5	8.0	0	0.0	1	4.0	49.6

Agency	State	Policy name	Type	Year	Population	Intent		Users and modes		Projects		Exceptions		Connectivity		Jurisdiction		Flexibility		Context		Metrics		Implementation		Total score
						Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	
Jaffrey, NH	NH	Complete Streets Resolution	City resolution	2017	5,457	3	3.6	5	20.0	5	12.0	1	3.2	5	2.0	2	3.2	5	4.0	5	8.0	5	4.0	4	16.0	76.0
Keene, NH	NH	R-2011-28	City resolution	2011	23,409	1	1.2	5	20.0	0	0.0	0	0.0	0	0.0	2	3.2	0	0.0	0	0.0	0	0.0	1	4.0	28.4
Keene, NH	NH	Resolution 2015-40	City resolution	2015	23,409	1	1.2	5	20.0	5	12.0	2	6.4	0	0.0	2	3.2	5	4.0	5	8.0	0	0.0	4	16.0	70.8
Lebanon, NH	NH	Complete Streets Policy	City policy	2017	13,151	5	6.0	4	16.0	5	12.0	4	12.8	5	2.0	5	8.0	3	2.4	5	8.0	5	4.0	4	16.0	87.2
Petersborough, NH	NH	Complete Streets Policy	City policy	2017	6,284	5	6.0	5	20.0	5	12.0	5	16.0	5	2.0	5	8.0	3	2.4	5	8.0	0	0.0	5	20.0	94.4
Portsmouth, NH	NH	Policy 2013-01	City policy	2013	21,233	5	6.0	4	16.0	5	12.0	4	12.8	0	0.0	3	4.8	3	2.4	5	8.0	5	4.0	4	16.0	82.0
Swanzey, NH	NH	Complete Streets Policy	City policy	2015	7,230	3	3.6	5	20.0	5	12.0	1	3.2	5	2.0	2	3.2	5	4.0	5	8.0	0	0.0	3	12.0	68.0
Troy, NH	NH	Complete Streets Policy	City policy	2016	2,145	5	6.0	4	16.0	2	4.8	0	0.0	0	0.0	2	3.2	3	2.4	0	0.0	0	0.0	2	8.0	40.4
Walpole, NH	NH	Complete Streets Policy	City resolution	2017	3,734	3	3.6	5	20.0	5	12.0	1	3.2	5	2.0	2	3.2	5	4.0	5	8.0	5	4.0	5	20.0	80.0
Winchester, NH	NH	Complete Streets Policy	City resolution	2017	4,341	3	3.6	2	8.0	5	12.0	1	3.2	5	2.0	2	3.2	3	2.4	5	8.0	5	4.0	5	20.0	66.4
Asbury Park, NJ	NJ	Resolution 2015-358	City resolution	2015	16,116	3	3.6	0	0.0	0	0.0	4	12.8	5	2.0	0	0.0	3	2.4	5	8.0	0	0.0	1	4.0	32.8
Atlantic City, NJ	NJ	Resolution No. 917	City resolution	2012	39,558	3	3.6	3	12.0	3	7.2	4	12.8	0	0.0	5	4.0	5	8.0	0	0.0	0	0.0	1	4.0	51.6
Bay Head, NJ	NJ	Resolution No. 2016-27	City resolution	2016	968	3	3.6	4	16.0	3	7.2	1	3.2	0	0.0	2	3.2	0	0.0	0	0.0	0	0.0	0	0.0	33.2
Bedminster Township, NJ	NJ	Resolution 2012-097	City resolution	2012	8,165	1	1.2	3	12.0	3	7.2	1	3.2	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	23.6
Bergenfield, Borough of, NJ	NJ	Resolution 13-278	City resolution	2013	26,764	1	1.2	2	8.0	3	7.2	1	3.2	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	19.6
Bloomfield, NJ	NJ	2011 Resolution - Establishing a Complete Streets	City resolution	2011	47,315	1	1.2	3	12.0	3	7.2	4	12.8	5	2.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	35.2
Bordertown Township, NJ	NJ	Resolution #2014-174-24	City resolution	2014	11,367	3	3.6	3	12.0	3	7.2	1	3.2	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	26.0
Bound Brook, NJ	NJ	Resolution 15-102	City resolution	2015	10,402	3	3.6	3	12.0	3	7.2	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	22.8
Bridgewater, NJ	NJ	Resolution 10-02-286	City resolution	2017	44,484	3	3.6	3	12.0	3	7.2	1	3.2	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	22.8
Brigantine, NJ	NJ	Resolution 2013-120	City resolution	2013	9,450	5	6.0	4	16.0	3	7.2	4	12.8	0	0.0	0	0.0	5	4.0	5	8.0	0	0.0	1	4.0	58.0
Buena Borough, NJ	NJ	Resolution No. 148-14	City resolution	2014	4,603	1	1.2	2	8.0	0	0.0	1	3.2	5	2.0	0	0.0	3	2.4	0	0.0	0	0.0	1	4.0	20.8
Burlington, NJ	NJ	Resolution No. 248-2016	City resolution	2016	9,920	5	6.0	4	16.0	3	7.2	4	12.8	0	0.0	0	0.0	3	2.4	0	0.0	0	0.0	1	4.0	48.4
Caldwell, NJ	NJ	Resolution 4-100	City resolution	2014	7,822	5	6.0	4	16.0	5	12.0	5	16.0	5	2.0	2	3.2	3	2.4	5	8.0	0	0.0	2	8.0	73.6
Califon, NJ	NJ	Resolution	City resolution	2012	1,076	1	1.2	4	16.0	3	7.2	4	12.8	0	0.0	3	2.4	0	0.0	0	0.0	0	0.0	3	12.0	51.6
Camden, NJ	NJ	Resolution	City resolution	2013	77,344	1	1.2	4	16.0	5	12.0	5	16.0	5	2.0	2	3.2	5	4.0	5	8.0	0	0.0	3	12.0	74.4
Cape May, NJ	NJ	Resolution No. 189-08-2012	City resolution	2012	3,607	3	3.6	4	16.0	5	12.0	4	12.8	0	0.0	3	2.4	5	8.0	0	0.0	0	0.0	1	4.0	58.8
Chatham Borough, NJ	NJ	Resolution No. 12-195	City resolution	2012	8,962	1	1.2	4	16.0	5	12.0	4	12.8	5	2.0	0	0.0	3	2.4	5	8.0	5	4.0	3	12.0	70.4
Cherry Hill Township, NJ	NJ	Resolution 2013-03-09	City policy	2014	71,045	3	3.6	5	20.0	5	12.0	4	12.8	5	2.0	3	4.8	3	2.4	0	0.0	0	0.0	2	8.0	65.6
Chester Township, NJ	NJ	Resolution 2013-58	City resolution	2013	7,838	1	1.2	3	12.0	3	7.2	1	3.2	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	23.6
Cranford Township, NJ	NJ	Resolution 2013-293	City resolution	2013	22,625	1	1.2	4	16.0	3	7.2	2	6.4	5	2.0	2	3.2	5	4.0	5	8.0	0	0.0	3	12.0	60.0
Denville, NJ	NJ	Resolution 10-239	City resolution	2010	16,635	1	1.2	3	12.0	5	12.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	25.2
Dover, NJ	NJ	Resolution 092-2012	City resolution	2012	18,157	1	1.2	4	16.0	3	7.2	2	6.4	5	2.0	2	3.2	5	4.0	5	8.0	0	0.0	1	4.0	52.4
Downe Township, NJ	NJ	Resolution R-97-2013	City resolution	2013	1,585	5	6.0	4	16.0	3	7.2	4	12.8	0	0.0	0	0.0	5	4.0	5	8.0	0	0.0	1	4.0	58.0
East Amwell, NJ	NJ	Resolution 52-15	City resolution	2015	4,013	5	6.0	2	8.0	3	7.2	1	3.2	5	2.0	2	3.2	0	0.0	0	0.0	0	0.0	1	4.0	33.6
East Orange, NJ	NJ	Resolution 1199	City resolution	2013	64,270	3	3.6	4	16.0	5	12.0	1	3.2	5	2.0	0	0.0	3	2.4	0	0.0	0	0.0	4	16.0	55.2
East Windsor, NJ	NJ	Resolution R2014-086	City resolution	2014	27,190	1	1.2	5	20.0	3	7.2	2	6.4	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	34.8
Egg Harbor City, NJ	NJ	Resolution No. 177-2012	City resolution	2012	4,243	3	3.6	4	16.0	3	7.2	1	3.2	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	30.0
Elizabeth, NJ	NJ	Resolution of the Municipal Council of the City of Elizabeth to Establish a Complete Streets Policy	City policy	2014	124,969	1	1.2	4	16.0	5	12.0	1	3.2	5	2.0	0	0.0	3	2.4	0	0.0	0	0.0	3	12.0	48.8
Emerson, NJ	NJ	Resolution	City resolution	2010	7,401	1	1.2	4	16.0	5	12.0	3	9.6	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	38.8
Ewing Township, NJ	NJ	Resolution 14R-170	City resolution	2014	35,790	1	1.2	5	20.0	3	7.2	1	3.2	0	0.0	0	0.0	0	0.0	5	8.0	0	0.0	0	0.0	39.6
Fair Haven, NJ	NJ	Resolution No. 2012-140	City resolution	2012	6,121	3	3.6	3	12.0	5	12.0	4	12.8	5	2.0	0	0.0	3	2.4	0	0.0	0	0.0	1	4.0	48.8
Fanwood, Borough of, NJ	NJ	Resolution 14-03-63	City resolution	2014	7,318	5	6.0	4	16.0	5	12.0	4	12.8	0	0.0	2	3.2	3	2.4	5	8.0	0	0.0	3	12.0	72.4
Far Hills, NJ	NJ	Resolution No. 14-139	City resolution	2014	919	1	1.2	3	12.0	5	12.0	0	0.0	5	2.0	2	3.2	0	0.0	0	0.0	0	0.0	0	0.0	30.4
Flemington, NJ	NJ	Resolution 2013-181	City resolution	2013	4,581	1	1.2	4	16.0	3	7.2	1	3.2	0	0.0	2	3.2	0	0.0	5	8.0	0	0.0	3	12.0	50.8
Fort Lee Borough of, NJ	NJ	Resolution 2012-046	City resolution	2012	35,345	1	1.2	5	20.0	0	0.0	1	3.2	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	24.4
Franklin, NJ	NJ	Resolution 2014-61	City resolution	2014	18,820	3	3.6	5	20.0	0	0.0	0	0.0	5	2.0	2	3.2	2	1.6	0	0.0	0	0.0	2	8.0	38.4
Freehold Borough, NJ	NJ	Resolution	City resolution	2012	12,052	1	1.2	5	20.0	5	12.0	1	3.2	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	46.0
Frenchtown, NJ	NJ	Resolution 2011-36	City resolution	2011	1,373	1	1.2	2	8.0	3	7.2	1	3.2	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	19.6
Garfield, NJ	NJ	Resolution 14-330	City resolution	2014	30,487	5	6.0	3	12.0	3	7.2	4	12.8	0	0.0	0	0.0	3	2.4	0	0.0	0	0.0	1	4.0	44.4
Gibbsboro, NJ	NJ	Resolution 2016-5-81	City resolution	2016	2,274	3	3.6	5	20.0	5	12.0	4	12.8	5	2.0	2	3.2	3	2.4	0	0.0	0	0.			

Agency	State	Policy name	Type	Year	Population	Intent		Users and modes		Projects		Exceptions		Connectivity		Jurisdiction		Flexibility		Context		Metrics		Implementation		Total score
						Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	
Montgomery Township, NJ	NJ	Resolution	City resolution	2012	22,258	5	6.0	1	4.0	3	7.2	1	3.2	0	0.0	0	0.0	2	1.6	5	8.0	0	0.0	0	0.0	30.0
Montvale, NJ	NJ	Resolution No. 44-2013	City resolution	2013	7,844	5	6.0	4	16.0	3	7.2	0	0.0	0	0.0	3	4.8	0	0.0	0	0.0	0	0.0	0	0.0	34.0
Moorestown, NJ	NJ	Resolution 99-2015	City resolution	2015	20,726	1	1.2	5	20.0	5	12.0	1	3.2	5	20.0	2	3.2	0	0.0	0	0.0	0	0.0	2	8.0	49.6
Morristown, NJ	NJ	Complete Streets Policy	City policy	2012	18,411	3	3.6	3	12.0	5	12.0	4	12.8	5	20.0	3	4.8	3	2.4	0	0.0	0	0.0	1	4.0	53.6
Nelson, NJ	NJ	Resolution 2010-96	City resolution	2010	3,232	1	1.2	5	20.0	5	12.0	4	12.8	5	20.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	60.0
New Brunswick, NJ	NJ	Complete Streets Policy	City internal policy	2012	55,181	1	1.2	3	12.0	5	12.0	4	12.8	5	20.0	2	3.2	3	2.4	0	0.0	0	0.0	3	12.0	67.6
New Milford, NJ	NJ	Resolution 2014-152	City resolution	2014	16,341	1	1.2	0	0.0	5	12.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	13.2
New Providence, NJ	NJ	Resolution	City resolution	2013	12,171	1	1.2	4	16.0	5	12.0	4	12.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	42.0
Newark, NJ	NJ	Resolution	City resolution	2012	277,140	1	1.2	4	16.0	3	7.2	4	12.8	5	20.0	0	0.0	3	2.4	0	0.0	0	0.0	1	4.0	45.6
North Wildwood, NJ	NJ	Resolution	City resolution	2012	4,041	1	1.2	2	8.0	3	7.2	1	3.2	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	19.6
Northfield, NJ	NJ	Resolution 182-2015	City resolution	2015	8,624	1	1.2	2	8.0	5	12.0	1	3.2	0	0.0	0	0.0	2	1.6	5	8.0	0	0.0	1	4.0	38.0
Northvale, NJ	NJ	Resolution 2013-17	City resolution	2013	4,640	5	6.0	4	16.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	22.0
Ocean City, NJ	NJ	Resolution	City resolution	2011	11,701	3	3.6	3	12.0	0	0.0	4	12.8	5	20.0	0	0.0	3	2.4	0	0.0	0	0.0	3	12.0	44.8
Orange Township, NJ	NJ	Resolution 204-2011	City resolution	2011	30,134	1	1.2	2	8.0	3	7.2	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	16.4
Pemberton Township, NJ	NJ	Complete Streets Resolution No.##-2016	City resolution	2016	27,912	5	6.0	5	20.0	5	12.0	1	3.2	5	20.0	0	0.0	0	0.0	0	0.0	0	0.0	3	12.0	55.2
Pennington, Borough of, NJ	NJ	Resolution 2014 - 6.10	City resolution	2014	2,585	1	1.2	4	16.0	0	0.0	0	0.0	5	20.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	19.2
Perth Amboy, NJ	NJ	R-575-12/13	City resolution	2013	50,814	1	1.2	3	12.0	0	0.0	0	0.0	0	0.0	5	8.0	0	0.0	0	0.0	0	0.0	1	4.0	25.2
Plainsboro Township, NJ	NJ	Resolution 19-223	City resolution	2013	22,999	1	1.2	2	8.0	3	7.2	2	6.4	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	22.8
Pleasantville, NJ	NJ	Resolution 2010-96	City resolution	2010	20,249	1	1.2	2	8.0	3	7.2	4	12.8	5	20.0	0	0.0	3	2.4	0	0.0	0	0.0	1	4.0	35.6
Point Pleasant Beach, NJ	NJ	Resolution 2013-0730/1A	City resolution	2013	4,665	3	3.6	3	12.0	3	7.2	2	6.4	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	22.0
Point Pleasant, NJ	NJ	Ordinance	City legislation	2011	18,392	3	3.6	3	12.0	3	7.2	4	12.8	5	20.0	0	0.0	3	2.4	0	0.0	0	0.0	3	12.0	52.0
Princeton, NJ	NJ	Resolution	City resolution	2012	28,572	1	1.2	4	16.0	3	7.2	4	12.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	37.2
Ramsey, NJ	NJ	Resolution No. 159-2017	City resolution	2017	14,473	0	0.0	2	8.0	0	0.0	0	0.0	0	0.0	0	0.0	3	2.4	0	0.0	0	0.0	0	0.0	10.4
Randolph Township, NJ	NJ	Resolution No. 157-12	City resolution	2012	25,734	1	1.2	5	20.0	3	7.2	1	3.2	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	31.6
Raritan, Borough of, NJ	NJ	Resolution	City resolution	2011	6,881	1	1.2	2	8.0	3	7.2	4	12.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	29.2
Raritan, Township of, NJ	NJ	Resolution 13-30	City resolution	2013	22,185	1	1.2	2	8.0	3	7.2	1	3.2	5	20.0	2	3.2	0	0.0	5	8.0	0	0.0	4	16.0	48.8
Red Bank, NJ	NJ	Resolution No. 10-195	City resolution	2010	12,206	3	3.6	3	12.0	5	12.0	4	12.8	5	20.0	2	3.2	3	2.4	0	0.0	1	4.0	1	4.0	52.0
Ridgewood, NJ	NJ	Resolution	City resolution	2011	24,958	1	1.2	2	8.0	0	0.0	2	6.4	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	15.6
River Edge, NJ	NJ	Resolution 12-241	City resolution	2012	11,340	1	1.2	2	8.0	5	12.0	1	3.2	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	24.4
Robbinsville, NJ	NJ	Resolution 2014-145	City resolution	2014	13,642	1	1.2	3	12.0	5	12.0	0	0.0	5	20.0	2	3.2	0	0.0	0	0.0	0	0.0	0	0.0	30.4
Roselle, NJ	NJ	Resolution 2013-232	City resolution	2013	21,085	5	6.0	4	16.0	3	7.2	0	0.0	0	0.0	3	4.8	0	0.0	0	0.0	0	0.0	0	0.0	34.0
Rutherford, Borough of, NJ	NJ	Resolution	City resolution	2011	18,061	1	1.2	5	20.0	3	7.2	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	28.4
Saia Bright, Borough of, NJ	NJ	Resolution 208-2013	City resolution	2013	6,331	3	3.6	3	12.0	3	7.2	1	3.2	4	12.8	0	0.0	3	2.4	0	0.0	0	0.0	1	4.0	36.0
Seacacus, NJ	NJ	Complete Streets Policy	City resolution	2013	16,264	3	3.6	3	12.0	6	12.0	1	3.2	5	20.0	0	0.0	0	0.0	0	0.0	0	0.0	3	12.0	47.2
Somers Point, NJ	NJ	Resolution No. 171 of 2012	City resolution	2012	10,795	1	1.2	2	8.0	5	12.0	0	0.0	0	0.0	0	0.0	2	1.6	5	8.0	0	0.0	0	0.0	30.8
Somerville, NJ	NJ	Resolution 15-0908-316	City resolution	2015	12,098	1	1.2	4	16.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	17.2
South Brunswick, NJ	NJ	Resolution 2014-189	City resolution	2014	43,417	1	1.2	5	20.0	3	7.2	1	3.2	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	31.6
South Orange, NJ	NJ	Resolution 2012-224	City policy	2012	16,198	1	1.2	3	12.0	3	7.2	4	12.8	5	20.0	0	0.0	3	2.4	0	0.0	0	0.0	3	12.0	49.6
Summit, NJ	NJ	Complete Streets Policy	City policy	2014	21,457	5	6.0	4	16.0	5	12.0	4	12.8	0	0.0	2	3.2	5	4.0	5	8.0	0	0.0	1	4.0	66.0
Tenafly, NJ	NJ	Resolution R14-143	City resolution	2014	14,488	1	1.2	4	16.0	5	12.0	4	12.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	42.0
Tom's River, NJ	NJ	Resolution	City resolution	2012	91,239	1	1.2	4	16.0	3	7.2	4	12.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	37.2
Trenton, NJ	NJ	Resolution No. 12-121	City resolution	2012	84,913	5	6.0	4	16.0	3	7.2	5	16.0	5	20.0	2	3.2	5	4.0	5	8.0	0	0.0	4	16.0	78.4
Union City, NJ	NJ	Resolution Establishing a Complete Streets Policy	City resolution	2013	66,455	1	1.2	4	16.0	5	12.0	1	3.2	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	32.4
Vineland, NJ	NJ	Resolution	City resolution	2011	60,724	1	1.2	2	8.0	0	0.0	0	0.0	5	20.0	0	0.0	3	2.4	0	0.0	0	0.0	3	12.0	25.6
Voorhees Township, NJ	NJ	Resolution No. 90-16	City resolution	2016	29,131	3	3.6	5	20.0	5	12.0	4	12.8	5	20.0	2	3.2	3	2.4	0	0.0	0	0.0	2	8.0	64.0
West Orange Township, NJ	NJ	Resolution 13-02	City resolution	2013	46,207	1	1.2	2	8.0	3	7.2	1	3.2	5	20.0	2	3.2	3	2.4	0	0.0	0	0.0	1	4.0	31.2
West Windsor, NJ	NJ	Resolution 2010-R175	City resolution	2010	27,165	1	1.2	4	16.0	5	12.0	2	6.4	5	20.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	35.2
Westfield, NJ	NJ	Resolution 314 of 2013	City resolution	2013	30,316	1	1.2	4	16.0	3	7.2	1	3.2	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	27.6
Westhampton, NJ	NJ	Resolution No. 101-12	City resolution	2012	8,813	3	3.6	3	12.0	5	12.0	4	12.8	5	20.0	0	0.0	3	2.4	0	0.0	0	0.0	1	4.0	48.8
Wildwood, NJ	NJ	Resolution	City resolution	2013	5,325	5	6.0	5	20.0	5	12.0	1	3.2	0	0.0	0	0.0	3	2.4	0	0.0	0	0.0	1	4.0	47.6
Winslow, NJ	NJ	Resolution 2016-387	City resolution	2016	39,499	3	3.6	5	20.0	5	12.0	4	12.8	5	20.0	2	3.2	3	2.4	0	0.0	0	0.0	2	8.0	64.0
Woodbine, NJ	NJ	Resolution 12-112-2012	City resolution	2012	2,472	1	1.2	2	8.0	3	7.2	1	3.2	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	19.6
Woodbridge, NJ	NJ	Resolution	City policy	2011	99,585	5	6.0	4	16.0	5	12.0	4	12.8	5	20.0	0	0.0	3	2.4	5	8.0	0	0.0	1	4.0	63.2
Woodbury, NJ	NJ	Resolution 12-200	City resolution	2012	10,174	1	1.2	1	4.0	5	12.0	4	12.8	0	0.0	0	0.0	3	2.4	0	0.0	0	0.0	1	4.0	36.4
Woodstown, NJ	NJ	Resolution 2016-44	City resolution	2016	3,505	3	3.6	5	20.0	5	12.0	1	3.2	5	20.0	2	3.2	0	0.0	0	0.0	0	0.0	2	8.0	52.0
Woolwich, NJ	NJ	Resolution R-2013-148	City resolution	2013	10,200	1	1.2	1	4.0	3	7.2	1	3.2	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	15.6
Albuquerque, NM	NM	O-14-27	City legislation	2015	545,852	1	1.2	4	16.0	5	12.0	4	12.8	0	0.0	0	0.0	3	2.4	0	0.0					

Agency	State	Policy name	Type	Year	Population	Intent		Users and modes		Projects		Exceptions		Connectivity		Jurisdiction		Flexibility		Context		Metrics		Implementation		Total score
						Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	
Islip, NY	NY	Resolution	City resolution	2010	18,689	5	6.0	5	20.0	5	12.0	0	0.0	0	0.0	0	0.0	2	1.6	0	0.0	0	0.0	0	0.0	39.6
Jamestown, NY	NY	Ordinance	City legislation	2012	31,146	1	1.2	1	4.0	3	7.2	5	16.0	0	0.0	2	3.2	3	2.4	0	0.0	0	0.0	1	4.0	38.0
Johnsburg, NY	NY	Resolution No. 124	City resolution	2012	2,370	5	6.0	4	16.0	5	12.0	1	3.2	5	2.0	0	0.0	3	2.4	0	0.0	0	0.0	0	0.0	41.6
Kingston, NY	NY	Resolution	City resolution	2010	23,893	1	1.2	4	16.0	3	7.2	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	4	16.0	40.4
Lake George, NY	NY	Resolution No. 208	City resolution	2012	906	1	1.2	4	16.0	5	12.0	0	0.0	0	0.0	0	0.0	3	2.4	5	8.0	0	0.0	0	0.0	39.6
Lake Luzerne, NY	NY	Resolution No. 48 of 2012	City resolution	2012	1,227	5	6.0	4	16.0	5	12.0	1	3.2	5	2.0	0	0.0	3	2.4	0	0.0	0	0.0	0	0.0	41.6
Lewis, NY	NY	Resolution	City resolution	2011	854	1	1.2	3	12.0	5	12.0	0	0.0	0	0.0	2	3.2	0	0.0	0	0.0	0	0.0	1	4.0	32.4
Lewisboro, NY	NY	Policy	City policy	2011	12,411	3	3.6	5	20.0	3	7.2	1	3.2	5	2.0	3	4.8	5	4.0	5	8.0	0	0.0	1	4.0	56.8
Little Falls, NY	NY	Resolution No. 59	City resolution	2014	1,587	1	1.2	2	8.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	4.0	13.2
Malone, NY	NY	Resolution No. 73-2012	City resolution	2012	14,545	1	1.2	2	8.0	0	0.0	4	12.8	0	0.0	2	3.2	3	2.4	5	8.0	0	0.0	1	4.0	39.6
Massena, NY	NY	L.L. No. 1-2017	City legislation	2017	12,883	5	6.0	5	20.0	5	12.0	5	16.0	5	2.0	5	8.0	3	2.4	0	0.0	5	4.0	4	16.0	86.4
Moers, NY	NY	Resolution #18-2017	City resolution	2017	3,592	3	3.6	4	16.0	5	12.0	0	0.0	5	2.0	5	8.0	0	0.0	0	0.0	0	0.0	0	0.0	41.6
New Rochelle, NY	NY	Resolution	City resolution	2012	77,062	1	1.2	4	16.0	5	12.0	3	9.6	0	0.0	0	0.0	3	2.4	0	0.0	0	0.0	2	8.0	49.2
North Hempstead, NY	NY	Complete Streets Policy Guide	City policy	2011	226,322	5	6.0	5	20.0	5	12.0	0	0.0	5	2.0	5	8.0	5	4.0	5	8.0	0	0.0	3	12.0	72.0
Ogdensburg, NY	NY	Ordinance #3 of 2014	City legislation	2014	11,344	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	5	4.0	5	8.0	5	4.0	4	16.0	92.8
Rochester, NY	NY	Ordinance	City legislation	2011	210,565	5	6.0	4	16.0	5	12.0	1	3.2	5	2.0	0	0.0	3	2.4	5	8.0	0	0.0	1	4.0	53.6
Rye, City of, NY	NY	Resolution	City resolution	2013	15,720	3	3.6	5	20.0	5	12.0	4	12.8	5	2.0	0	0.0	2	1.6	5	8.0	0	0.0	2	8.0	68.0
Saratoga Springs, NY	NY	Complete Streets Policy	City policy	2012	26,596	5	6.0	4	16.0	5	12.0	0	0.0	5	2.0	5	8.0	5	4.0	0	0.0	0	0.0	4	16.0	64.0
Saugerties, NY	NY	Resolution No. 19/2014	City resolution	2014	3,971	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	3	4.8	3	2.4	5	8.0	0	0.0	4	16.0	75.6
Silver Creek, NY	NY	Complete Streets Policy	City policy	2014	2,656	3	3.6	5	20.0	5	12.0	1	3.2	5	2.0	2	3.2	3	2.4	5	8.0	0	0.0	3	12.0	66.0
Sleepy Hollow, NY	NY	Resolution	City resolution	2016	9,870	3	3.6	5	20.0	5	12.0	0	0.0	0	0.0	3	4.8	0	0.0	0	0.0	0	0.0	0	0.0	40.4
Sodus Point, NY	NY	Complete Streets Policy Resolution	City resolution	2015	900	1	1.2	3	12.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	13.2
Ticonderoga, NY	NY	Resolution #158-2016	City resolution	2016	5,042	1	1.2	5	20.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	21.2
Troy, NY	NY	Resolution No. 4	City resolution	2013	50,129	1	1.2	3	12.0	5	12.0	0	0.0	0	0.0	5	8.0	0	0.0	0	0.0	0	0.0	0	0.0	33.2
Troy, NY	NY	City Code Chapter 271 - Complete Streets	City legislation	2014	50,129	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	3	2.4	5	8.0	5	4.0	4	16.0	91.2
Utica, NY	NY	Ordinance Adopting a Complete Streets Policy to be Added as Section 2-31 Complete Streets Policy	City legislation	2016	62,235	5	6.0	4	16.0	5	12.0	1	3.2	5	2.0	5	8.0	3	2.4	5	8.0	0	0.0	1	4.0	61.6
Valley Stream, NY	NY	Resolution 151-13	City resolution	2013	37,511	1	1.2	4	16.0	0	0.0	0	0.0	0	0.0	0	0.0	2	1.6	0	0.0	0	0.0	0	0.0	18.8
Village of Dannemora, NY	NY	Resolution No. 17-12-20-01	City resolution	2017	3,936	3	3.6	4	16.0	5	12.0	0	0.0	5	2.0	5	8.0	2	1.6	0	0.0	0	0.0	1	4.0	47.2
Village of Fort Edward, NY	NY	Resolution No. 45	City resolution	2012	3,375	1	1.2	4	16.0	5	12.0	0	0.0	0	0.0	0	0.0	3	2.4	5	8.0	0	0.0	0	0.0	39.6
Warrensburg, NY	NY	Subdivision Regulations, Sec 178-20	City legislation	2013	4,094	1	1.2	0	0.0	0	0.0	0	0.0	0	0.0	3	4.8	2	1.6	0	0.0	0	0.0	0	0.0	9.6
Watertown, NY	NY	Complete Streets Policy	City policy	2017	4,470	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	5	4.0	5	8.0	5	4.0	4	16.0	92.8
Watkins, NY	NY	Resolution #63	City resolution	2014	13,157	5	6.0	5	20.0	3	7.2	4	12.8	5	2.0	2	3.2	5	4.0	5	8.0	0	0.0	4	16.0	75.6
White Plains, NY	NY	Resolution	City resolution	2013	56,853	5	6.0	5	20.0	0	0.0	1	3.2	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	33.2
Whitestown, NY	NY	Complete Streets Policy	City resolution	2017	18,667	3	3.6	5	20.0	5	12.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	35.6
Yonkers, NY	NY	An Ordinance Creating a New Article XVI Entitled Complete Streets Policy of Chapter 103 of the Code of the City of Yonkers Entitled Streets and Sidewalks	City legislation	2016	195,976	5	6.0	4	16.0	5	12.0	4	12.8	5	2.0	0	0.0	0	0.0	5	8.0	0	0.0	2	8.0	64.8
Yonkers, NY	NY	An Ordinance Creating a New Article XVI Entitled Complete Streets Policy of Chapter 103 of the Code of the City of Yonkers Entitled Streets and Sidewalks	City legislation	2016	195,976	5	6.0	4	16.0	5	12.0	4	12.8	5	2.0	0	0.0	2	1.6	5	8.0	0	0.0	2	8.0	66.4
Akron, OH	OH	Ordinance No. 156-2017	City legislation	2017	199,110	3	3.6	4	16.0	3	7.2	4	12.8	5	2.0	2	3.2	3	2.4	5	8.0	5	4.0	1	4.0	63.2
Bowling Green, OH	OH	Resolution No. 3594	City resolution	2015	30,028	1	1.2	5	20.0	0	0.0	0	0.0	0	0.0	0	0.0	2	1.6	0	0.0	0	0.0	0	0.0	22.8
Cleveland, OH	OH	Ordinance No. 798-11	City legislation	2011	396,815	1	1.2	4	16.0	5	12.0	4	12.8	0	0.0	2	3.2	5	4.0	0	0.0	0	0.0	1	4.0	53.2
Columbus, OH	OH	Resolution	City resolution	2008	787,033	1	1.2	4	16.0	5	12.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	29.2
Columbus, OH	OH	Ordinance No. 1987-2008	City legislation	2008	787,033	5	6.0	0	0.0	0	0.0	0	0.0	3	4.8	3	4.8	3	2.4	0	0.0	0	0.0	0	0.0	15.2
Dublin, OH	OH	Complete Streets Policy	City policy	2010	141,527	5	6.0	5	20.0	5	12.0	5	16.0	5	2.0	0	0.0	5	4.0	5	8.0	0	0.0	1	4.0	72.0
Hilliard, OH	OH	Resolution 12-R-14	City resolution	2012	28,435	5	6.0	4	16.0	5	12.0	0	0.0	5	2.0	3	4.8	0	0.0	5	8.0	0	0.0	1	4.0	52.8
Liberty Township, OH	OH	Complete Streets Policy	City policy	2014	21,982	1	1.2	4	16.0	5	12.0	4	12.8	5	2.0	2	3.2	0	0.0	0	0.0	0	0.0	1	4.0	51.2
Lima, OH	OH	Resolution 05-16	City resolution	2016	38,771	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	0	0.0	5	8.0	0	0.0	0	0.0	68.8
Nelsonville, OH	OH	Resolution 2199	City resolution	2017	5,392	5	6.0	5	20.0	5	12.0	5	16.0	5	2.0	5	8.0	5	4.0	5	8.0	5	4.0	4	16.0	96.0
Newark, OH	OH	Resolution 11-3A	City resolution	2011	47,573	1	1.2	0	0.0	5	12.0	4	12.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	26.0
Oberlin, OH	OH	Resolution No. R15-04 CMS	City resolution	2015	8,286	3	3.6	5	20.0	5	12.0	0	0.0	5	2.0	2	3.2	0	0.0	5	8.0	5	4.0	2	8.0	60.8
Piqua, OH	OH	Complete Streets Policy	City policy	2013	20,522	5	6.0	5	20.0	5	12.0	3	9.6	5	2.0	3	4.8	5	4.0	5	8.0	0	0.0	4	16.0	82.4
Riverside, OH	OH	Resolution No. 14-R-1918	City policy	2014	25,201	3	3.6	5	20.0	5	12.0	4	12.8	5	2.0	0	0.0	3	2.4	5	8.0	0	0.0	1		

Agency	State	Policy name	Type	Year	Population	Intent		Users and modes		Projects		Exceptions		Connectivity		Jurisdiction		Flexibility		Context		Metrics		Implementation		Total score
						Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	
Anderson, SC	SC	Policy	City resolution	2009	26,686	3	3.6	2	8.0	5	12.0	0	0.0	0	0.0	0	0.0	2	1.6	5	8.0	0	0.0	1	4.0	37.2
Camden, SC	SC	Resolution	City resolution	2011	6,838	5	6.0	2	8.0	3	7.2	0	0.0	0	0.0	2	3.2	0	0.0	5	8.0	0	0.0	1	4.0	36.4
Columbia, SC	SC	Resolution No. R2010-054	City resolution	2010	129,272	3	3.6	2	8.0	5	12.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	4.0	27.6
Conway, SC	SC	Unified Development Ordinance, Article 7 – Streets and Circulation	City legislation	2011	17,103	5	6.0	3	12.0	0	0.0	5	16.0	5	2.0	3	4.8	3	2.4	0	0.0	0	0.0	0	0.0	43.2
Greenville, SC	SC	Resolution 2008-49	City resolution	2008	58,409	3	3.6	2	8.0	5	12.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	4.0	27.6
Greenwood, SC	SC	Resolution R2015-35 Resolution Adopting a Complete Streets	City resolution	2012	23,222	3	3.6	2	8.0	5	12.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	4.0	27.6
Myrtle Beach, SC	SC	Policy	City resolution	2015	27,109	1	1.2	5	20.0	3	7.2	0	0.0	5	2.0	2	3.2	5	4.0	5	8.0	5	4.0	4	16.0	65.6
Ninety-Six, SC	SC	Resolution	City resolution	2012	1,998	1	1.2	2	8.0	0	0.0	0	0.0	0	0.0	2	3.2	0	0.0	5	8.0	0	0.0	0	0.0	20.4
North Myrtle Beach, SC	SC	Ordinance	City legislation	2009	13,752	5	6.0	4	16.0	0	0.0	3	9.6	5	2.0	3	4.8	5	4.0	5	8.0	0	0.0	0	0.0	50.4
Spartanburg, SC	SC	Resolution	City resolution	2006	37,013	1	1.2	0	0.0	2	4.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	6.0
Sioux Falls, SD	SD	Resolution No. 53-15	City resolution	2015	153,888	5	6.0	3	12.0	0	0.0	4	12.8	5	2.0	2	3.2	3	2.4	0	0.0	0	0.0	3	12.0	48.4
Chattanooga, TN	TN	City Code II Ch. 32, Art. XIV	City legislation	2014	167,674	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	3	2.4	0	0.0	5	4.0	4	16.0	83.2
East Ridge, TN	TN	Resolution No. 2456	City resolution	2015	20,979	1	1.2	2	8.0	5	12.0	4	12.8	5	2.0	2	3.2	2	1.6	0	0.0	0	0.0	1	4.0	44.8
Kingsport, TN	TN	Resolution	City resolution	2011	48,205	1	1.2	3	12.0	5	12.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	25.2
Knoxville, TN	TN	Resolution No. 267-09	City resolution	2009	178,874	1	1.2	4	16.0	5	12.0	0	0.0	0	0.0	0	0.0	2	1.6	0	0.0	0	0.0	1	4.0	34.8
Knoxville, TN	TN	Ordinance No. O-204-2014	City legislation	2014	178,874	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	5	4.0	5	8.0	5	4.0	3	12.0	88.8
Memphis, TN	TN	An Order Establishing a Complete Streets Policy for the City of Memphis	City executive order	2013	646,889	3	3.6	5	20.0	5	12.0	1	3.2	5	2.0	2	3.2	2	1.6	0	0.0	0	0.0	3	12.0	57.6
Austin, TX	TX	Resolution No. 020418-40	City resolution	2002	790,390	5	6.0	0	0.0	3	7.2	5	16.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	29.2
Austin, TX	TX	Complete Streets Ordinance	City legislation	2014	790,390	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	5	4.0	5	8.0	0	0.0	4	16.0	88.8
Brownsville, TX	TX	Resolution No. 2012-056	City resolution	2012	175,023	3	3.6	4	16.0	5	12.0	0	0.0	5	2.0	2	3.2	0	0.0	0	0.0	0	0.0	3	12.0	48.8
Dallas, TX	TX	Resolution 16-0173	City resolution	2016	2,368,139	5	6.0	5	20.0	2	4.8	4	12.8	0	0.0	5	8.0	2	1.6	5	8.0	5	4.0	4	16.0	81.2
Fort Worth, TX	TX	Complete Streets Policy	City policy	2016	741,206	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	3	2.4	5	8.0	0	0.0	5	20.0	91.2
Houston, TX	TX	Executive Order No. 1-15	City executive order	2013	2,099,451	1	1.2	5	20.0	3	7.2	0	0.0	0	0.0	2	3.2	0	0.0	5	8.0	5	4.0	2	8.0	51.6
San Antonio, TX	TX	Complete Streets Policy	City policy	2011	1,327,407	1	1.2	4	16.0	5	12.0	0	0.0	5	2.0	0	0.0	2	1.6	5	8.0	0	0.0	0	0.0	40.8
San Marcos, TX	TX	Chapter 74, Sec. 74.002	City legislation	2013	44,894	5	6.0	0	0.0	0	0.0	5	16.0	0	0.0	2	3.2	3	2.4	5	8.0	0	0.0	1	4.0	39.6
Weatherford, TX	TX	Complete Streets Policy	City policy	2017	25,250	3	3.6	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	3	2.4	5	8.0	5	4.0	5	20.0	92.8
Salt Lake City, UT	UT	Ordinance No. 4-10	City legislation	2010	186,440	5	6.0	1	4.0	5	12.0	5	16.0	5	2.0	0	0.0	5	4.0	0	0.0	0	0.0	0	0.0	44.0
Salt Lake City, UT	UT	Executive Order on Complete Streets	City executive order	2007	186,440	5	6.0	1	4.0	5	12.0	5	16.0	0	0.0	0	0.0	3	2.4	0	0.0	0	0.0	0	0.0	35.6
Charlottesville, VA	VA	Resolution	City resolution	2010	43,475	5	6.0	5	20.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	39.0
Charlottesville, VA	VA	Complete Streets Policy	City policy	2014	43,475	1	1.2	1	4.0	3	7.2	4	12.8	5	2.0	2	3.2	0	0.0	0	0.0	5	4.0	3	12.0	68.0
Norfolk, VA	VA	Ordinance No. 46.207	City legislation	2016	242,803	5	6.0	4	16.0	5	12.0	4	12.8	5	2.0	5	8.0	5	4.0	5	8.0	5	4.0	4	16.0	88.8
Richmond, VA	VA	Resolution No. 2014-R172-170	City resolution	2014	204,214	1	1.2	4	16.0	5	12.0	5	16.0	5	2.0	2	3.2	5	4.0	5	8.0	5	4.0	4	16.0	82.4
Roanoke, VA	VA	Complete Streets Policy	City policy	2008	97,032	5	6.0	4	16.0	5	12.0	4	12.8	5	2.0	0	0.0	5	4.0	5	8.0	5	4.0	3	12.0	76.8
Virginia Beach, VA	VA	Complete Streets Administrative Directive	City internal policy	2014	437,994	5	6.0	4	16.0	5	12.0	1	3.2	5	2.0	2	3.2	5	4.0	5	8.0	0	0.0	2	8.0	62.4
Aberdeen, WA	WA	Ordinance NO 6591	City legislation	2016	16,896	5	6.0	5	20.0	5	12.0	1	3.2	5	2.0	5	8.0	5	4.0	5	8.0	0	0.0	3	12.0	75.2
Airway Heights, WA	WA	Ordinance C-720	City legislation	2010	6,114	1	1.2	5	20.0	3	7.2	4	12.8	5	2.0	0	0.0	0	0.0	5	8.0	0	0.0	1	4.0	55.2
Algona, WA	WA	Ordinance NO 1129-16	City legislation	2016	3,014	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	2	3.2	5	4.0	5	8.0	0	0.0	4	16.0	84.0
Anacortes, WA	WA	Ordinance NO 2880	City legislation	2012	15,788	5	6.0	3	12.0	0	0.0	1	3.2	5	2.0	0	0.0	0	0.0	5	8.0	0	0.0	3	12.0	43.2
Auburn, WA	WA	Ordinance NO 6616	City legislation	2016	70,180	3	3.6	5	20.0	5	12.0	1	3.2	5	2.0	5	8.0	3	2.4	5	8.0	0	0.0	1	4.0	63.2
Battle Ground, WA	WA	Resolution No. 15-04	City resolution	2015	17,571	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	2	3.2	5	4.0	5	8.0	0	0.0	4	16.0	84.0
Bellevue, WA	WA	Ordinance NO 6308	City legislation	2016	122,363	5	6.0	5	20.0	2	4.8	4	12.8	5	2.0	0	0.0	3	2.4	0	0.0	0	0.0	4	16.0	64.0
Bellingham, WA	WA	Ordinance NO 2016-09-032	City resolution	2016	80,885	3	3.6	5	20.0	3	7.2	1	3.2	5	2.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	35.0
Bingen, WA	WA	Ordinance NO 2013-07-617	City resolution	2013	712	3	3.6	4	16.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	44.0
Bothell, WA	WA	Resolution NO 1352	City resolution	2016	33,505	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	2	3.2	5	4.0	5	8.0	0	0.0	3	12.0	80.0
Bremerton, WA	WA	Ordinance	City resolution	2012	37,729	5	6.0	3	12.0	0	0.0	4	12.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	4.0	34.8
Burien, WA	WA	Ordinance No. 589	City legislation	2011	33,313	5	6.0	3	12.0	3	7.2	1	3.2	5	2.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	30.4
Burien, WA	WA	Ordinance No. 589	City legislation	2011	33,313	5	6.0	2	8.0	3	7.2	1	3.2	5	2.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	24.4
Burlington, WA	WA	Ordinance 1792	City legislation	2013	8,388	1	1.2	5	20.0	0	0.0	4	12.8	5	2.0	0	0.0	0	0.0	5	8.0	0	0.0	0	0.0	44.0
Carnation, WA	WA	Ordinance NO 877	City legislation	2016	1,786	3	3.6	5	20.0	5	12.0	4	12.8	5	2.0	2	3.2	5	4.0	5	8.0	0	0.0	4	16.0	81.6
Cle Elum, WA	WA	Ordinance NO 1455	City legislation	2016	1,872	5	6.0	5	20.0	5	12.0	1	3.2	5	2.0	2	3.2	3	2.4	5	8.0					

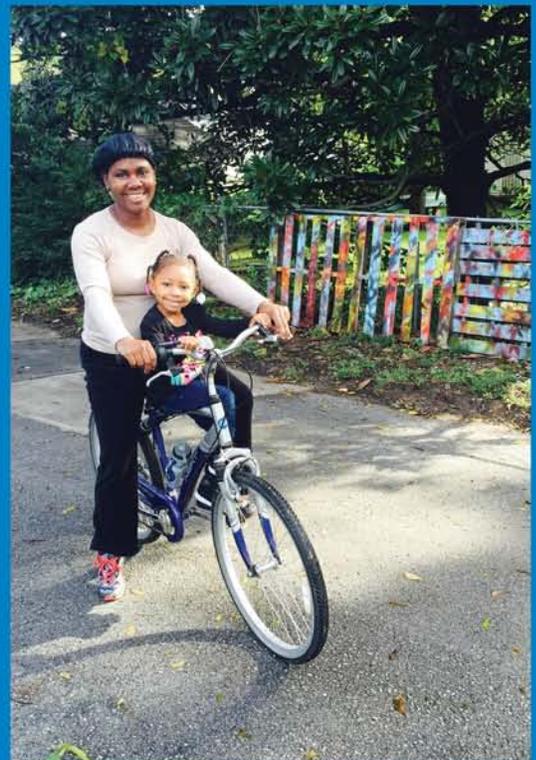
Agency	State	Policy name	Type	Year	Population	Intent		Users and modes		Projects		Exceptions		Connectivity		Jurisdiction		Flexibility		Context		Metrics		Implementation		Total score
						Weighted Points	points																			
Moxee, WA	WA	Ordinance No. 764	City legislation	2016	3,308	3	3.6	5	20.0	5	12.0	1	3.2	5	2.0	5	8.0	5	4.0	5	8.0	0	0.0	3	12.0	72.8
Naches, WA	WA	Ordinance No. 712	City legislation	2016	795	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	2	3.2	5	4.0	0	0.0	0	0.0	2	8.0	68.0
North Bonneville, WA	WA	Ordinance Number 1069	City legislation	2016	956	5	6.0	5	20.0	2	4.8	0	0.0	5	2.0	2	3.2	2	1.6	5	8.0	0	0.0	5	20.0	65.6
Ocean Shores, WA	WA	Ordinance No. 916	City legislation	2012	5,569	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	5	4.0	5	8.0	0	0.0	3	12.0	84.8
Olympia, WA	WA	Ordinance No. 7037	City legislation	2016	46,478	1	1.2	5	20.0	2	4.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	4.0	30.8
Pasco, WA	WA	Resolution No. 3725	City resolution	2016	59,781	5	6.0	4	16.0	5	12.0	1	3.2	5	2.0	0	0.0	3	2.4	5	8.0	0	0.0	4	16.0	65.6
Pomeroy, WA	WA	Ordinance 885	City legislation	2016	1,425	3	3.6	5	20.0	5	12.0	1	3.2	5	2.0	2	3.2	3	2.4	0	0.0	0	0.0	3	12.0	58.4
Port Townsend, WA	WA	Ordinance No. 3155	City legislation	2016	9,113	5	6.0	5	20.0	5	12.0	4	12.8	0	0.0	5	8.0	5	4.0	5	8.0	0	0.0	1	4.0	74.8
Redmond, WA	WA	Redmond Municipal Code Chapter 12.06: Complete the Streets	City legislation	2007	54,144	3	3.6	2	8.0	3	7.2	1	3.2	5	2.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	24.0
Renton, WA	WA	Ordinance No. 5517	City legislation	2009	90,927	5	6.0	5	20.0	3	7.2	4	12.8	0	0.0	3	4.8	5	4.0	0	0.0	0	0.0	0	0.0	54.8
Republic, WA	WA	Ordinance #2016-04	City legislation	2016	1,073	5	6.0	4	16.0	0	0.0	1	3.2	5	2.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	27.2
Ridgefield, WA	WA	Resolution No. 495	City resolution	2015	4,763	5	6.0	5	20.0	5	12.0	5	16.0	5	2.0	2	3.2	5	4.0	5	8.0	5	4.0	4	16.0	91.2
Rosalia, WA	WA	Resolution No. 16-06	City resolution	2016	550	1	1.2	5	20.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	21.2
Ruston, WA	WA	Ordinance No. 1487	City legislation	2016	749	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	2	3.2	5	4.0	5	8.0	0	0.0	5	20.0	88.0
Seattle, WA	WA	Bridging the Gap	City tax ordinance	2006	608,660	5	6.0	4	16.0	5	12.0	1	3.2	5	2.0	0	0.0	2	1.6	5	8.0	0	0.0	2	8.0	56.8
Seattle, WA	WA	Ordinance No. 122386	City legislation	2007	608,660	5	6.0	4	16.0	5	12.0	1	3.2	5	2.0	0	0.0	2	1.6	5	8.0	0	0.0	1	4.0	52.8
Sedro-Woolley, WA	WA	Ordinance	City legislation	2010	10,540	5	6.0	0	0.0	3	7.2	1	3.2	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	16.4
Spokane, WA	WA	Resolution No. 2010-0018	City resolution	2010	208,916	1	1.2	2	8.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	21.2
Spokane, WA	WA	Ordinance	City legislation	2011	208,916	3	3.6	5	20.0	5	12.0	2	6.4	5	2.0	0	0.0	3	2.4	5	8.0	0	0.0	2	8.0	62.4
Sunnyside, WA	WA	Complete Streets Ordinance	City legislation	2015	15,858	5	6.0	5	20.0	5	12.0	1	3.2	5	2.0	0	0.0	3	2.4	5	8.0	0	0.0	1	4.0	57.6
Tacoma, WA	WA	Resolution No. 37916	City resolution	2009	198,397	5	6.0	5	20.0	5	12.0	0	0.0	0	0.0	2	3.2	0	0.0	0	0.0	0	0.0	2	8.0	49.2
Tieton, WA	WA	Ordinance No. 716	City legislation	2016	1,191	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	2	3.2	5	4.0	5	8.0	0	0.0	2	8.0	76.0
Toppenish, WA	WA	Ordinance No. 2015-14	City legislation	2015	8,949	5	6.0	5	20.0	5	12.0	1	3.2	5	2.0	0	0.0	3	2.4	5	8.0	0	0.0	1	4.0	57.6
Tukwila, WA	WA	Ordinance No. 2222	City legislation	2009	19,107	5	6.0	5	20.0	5	12.0	1	3.2	5	2.0	2	3.2	2	1.6	5	8.0	0	0.0	2	8.0	64.0
Twisp, WA	WA	Ordinance No. 709	City legislation	2016	919	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	3	4.8	3	2.4	5	8.0	0	0.0	1	4.0	72.0
Union Gap, WA	WA	Ordinance No. 2876	City legislation	2015	6,047	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	0	0.0	5	4.0	5	8.0	0	0.0	4	16.0	80.8
Vancouver, WA	WA	Ordinance No. M-4203	City legislation	2017	161,791	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	5	4.0	5	8.0	5	4.0	5	20.0	96.8
Waitsburg, WA	WA	Ordinance NO 2016-1037	City legislation	2016	1,217	5	6.0	5	20.0	5	12.0	1	3.2	5	2.0	0	0.0	5	4.0	5	8.0	0	0.0	3	12.0	67.2
Walla Walla, WA	WA	Resolution NO 2016-127	City resolution	2016	31,731	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	2	3.2	5	4.0	5	8.0	0	0.0	5	20.0	88.0
Wapato, WA	WA	Ordinance NO 1306	City legislation	2015	4,997	5	6.0	5	20.0	5	12.0	1	3.2	5	2.0	0	0.0	3	2.4	5	8.0	0	0.0	1	4.0	57.6
Wenatchee, WA	WA	Ordinance NO 2016-24	City legislation	2016	31,925	5	6.0	5	20.0	5	12.0	5	16.0	5	2.0	5	8.0	5	4.0	5	8.0	5	4.0	5	20.0	100.0
West Richland, WA	WA	Ordinance NO 15-16	City legislation	2016	11,811	5	6.0	5	20.0	5	12.0	1	3.2	5	2.0	2	3.2	3	2.4	5	8.0	0	0.0	3	12.0	68.8
White Salmon, WA	WA	Ordinance No. 2013-03-913	City legislation	2013	2,224	5	6.0	4	16.0	5	12.0	1	3.2	5	2.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	39.2
Wilbur, WA	WA	Ordinance 573	City legislation	2016	884	5	6.0	4	16.0	0	0.0	1	3.2	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	4.0	29.2
Winthrop, WA	WA	Ordinance NO 683	City legislation	2016	394	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	3	4.8	3	2.4	5	8.0	0	0.0	1	4.0	72.0
Yakima, WA	WA	Ordinance No. 2016-013	City legislation	2016	91,067	5	6.0	4	16.0	5	12.0	4	12.8	5	2.0	0	0.0	3	2.4	5	8.0	0	0.0	2	8.0	67.2
Appleton, WI	WI	Complete Streets Policy	City policy	2016	72,623	3	3.6	2	8.0	5	12.0	4	12.8	5	2.0	0	0.0	0	0.0	5	8.0	5	4.0	4	16.0	66.4
Franklin, WI	WI	Resolution	City resolution	2013	35,481	3	3.6	5	20.0	5	12.0	1	3.2	0	0.0	3	4.8	3	2.4	0	0.0	0	0.0	1	4.0	50.0
Grand Chute, WI	WI	Resolution TBR-13-2013	City resolution	2013	20,919	5	6.0	5	20.0	5	12.0	1	3.2	0	0.0	2	3.2	0	0.0	5	8.0	5	4.0	2	8.0	64.4
La Crosse, WI	WI	Ordinance No. 4627	City legislation	2011	51,320	1	1.2	5	20.0	5	12.0	1	3.2	5	2.0	3	4.8	2	1.6	0	0.0	5	4.0	3	12.0	60.8
La Crosse, WI	WI	Green Streets Ordinance, Sec. 40-14	City legislation	2016	51,320	5	6.0	5	20.0	5	12.0	4	12.8	5	2.0	5	8.0	0	0.0	0	0.0	0	0.0	3	12.0	72.8
Madison, WI	WI	Resolution No. 09-997	City resolution	2009	233,209	1	1.2	4	16.0	3	7.2	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	24.4
Manitowoc, WI	WI	Resolution NO 084	City resolution	2012	33,736	3	3.6	0	0.0	0	0.0	0	0.0	5	2.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	5.6
New Richmond, WI	WI	Resolution #021701	City resolution	2017	8,375	5	6.0	5	20.0	5	12.0	1	3.2	5	2.0	5	8.0	5	4.0	5	8.0	5	4.0	1	4.0	71.2
Orlaska, WI	WI	Resolution No. 25-2012	City resolution	2012	17,736	1	1.2	4	16.0	5	12.0	4	12.8	5	2.0	2	3.2	5	4.0	5	8.0	0	0.0	3	12.0	71.2
West Salem, WI	WI	Resolution No. 2, 11	City resolution	2011	4,799	5	6.0	5	20.0	5	12.0	2	6.4	5	2.0	0	0.0	5	4.0	0	0.0	0	0.0	1	4.0	54.4
Belmont, WV	WV	Resolution Providing for Complete Streets	City resolution	2011	903	1	1.2	3	12.0	0	0.0	0	0.0	0	0.0	5	8.0	0	0.0	0	0.0	0	0.0	0	0.0	21.2
Cairo, WV	WV	Ordinance	City legislation	2011	281	1	1.2	2	8.0	5	12.0	4	12.8	0	0.0	5	8.0	0	0.0	0	0.0	0	0.0	2	8.0	50.0
Elizabeth, WV	WV	Ordinance	City legislation	2011	823	1	1.2	2	8.0	5	12.0	4	12.8	0	0.0	5	8.0	0	0.0	0	0.0	0	0.0	2	8.0	50.0
Elienburg, WV	WV	Ordinance	City legislation	2011	363	1	1.2	2	8.0	5	12.0	4	12.8	0	0.0	5	8.0	0	0.0	0	0.0	0	0.0			

Appendix B: Complete Streets Policy Framework

Beginning in 2018, the National Complete Streets Coalition will use the following framework to grade all new Complete Streets policies.

The Elements of a Complete Streets Policy

Effective 2018



Smart Growth America
Improving lives by improving communities



National Complete Streets Coalition



1152 15th Street NW, Suite 450
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202-207-3355

www.smartgrowthamerica.org/completestreets

Elements of a Complete Streets Policy | Effective 2018

The National Complete Streets Coalition (NCSC) previously identified 10 elements of a comprehensive Complete Streets policy to help communities develop and implement policies and practices that ensure streets are safe for people of all ages and abilities, balance the needs of different modes, and support local land uses, economies, cultures, and natural environments.

The Complete Streets movement has since evolved from when it first began over a decade ago to focus far more on implementation and equity. In response to these changes, in 2017 the Coalition updated and revised the Complete Streets policy framework to require more accountability from jurisdictions and provisions that account for the needs of the most vulnerable users. The 10 revised policy elements are based on decades of collective expertise in transportation planning and design, created in consultation with NCSC's steering committee members and a group of national stakeholders consisting of engineers, planners, researchers, and advocates.

The elements serve as a national model of best practices that can be implemented in nearly all types of Complete Streets policies at all levels of governance. For communities considering a Complete Streets policy, this resource serves as a model; for communities with an existing Complete Streets policy, this resource provides guidance on areas for improvements.

An ideal Complete Streets policy includes the following:

1. **Vision and intent:** Includes an equitable vision for how and why the community wants to complete its streets. Specifies need to create complete, connected, network and specifies at least four modes, two of which must be biking or walking.
2. **Diverse users:** Benefits all users equitably, particularly vulnerable users and the most underinvested and underserved communities.
3. **Commitment in all projects and phases:** Applies to new, retrofit/reconstruction, maintenance, and ongoing projects.
4. **Clear, accountable expectations:** Makes any exceptions specific and sets a clear procedure that requires high-level approval and public notice prior to exceptions being granted.
5. **Jurisdiction:** Requires interagency coordination between government departments and partner agencies on Complete Streets.
6. **Design:** Directs the use of the latest and best design criteria and guidelines and sets a time frame for their implementation.
7. **Land use and context sensitivity:** Considers the surrounding community's current and expected land use and transportation needs.
8. **Performance measures:** Establishes performance standards that are specific, equitable, and available to the public.
9. **Project selection criteria:** Provides specific criteria to encourage funding prioritization for Complete Streets implementation.
10. **Implementation steps:** Includes specific next steps for implementation of the policy.

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1. Vision and intent

A Complete Streets vision states a community's commitment to integrate a Complete Streets approach into their transportation practices, policies, and decision-making processes. This vision should describe a community's motivation to pursue Complete Streets, such as improved economic, health, safety, access, resilience, or environmental sustainability outcomes. The vision should acknowledge the importance of how Complete Streets contribute to building a comprehensive transportation network. This means that people are able to travel to and from their destinations in a reasonable amount of time and in a safe, reliable, comfortable, convenient, affordable, and accessible manner using whatever mode of transportation they choose or rely on.

This does not mean putting a bike lane on every street or a bus on every corridor. Rather, it requires decision-makers to consider the needs of diverse modes that use the transportation system, including but not limited to walking, biking, driving, wheeling/rolling, riding public transit, car sharing/carpooling, paratransit, taxis, delivering goods and services, and providing emergency response transportation.

12 points available:

- 3 points: The policy is clear in intent, stating firmly the jurisdiction's commitment to a Complete Streets approach, using "shall" or "must" language. This needs to be in the body of the legislation, not the "whereas" statement.
 - (1 point) – The policy states the jurisdiction "may" or "considers" Complete Streets in their transportation planning and decision-making processes.
 - (0 points) – The policy language is indirect with regard to their intent to apply a Complete Streets approach, using language such as "consider Complete Streets principles or elements."
- 2 points: mentions the need to create a complete, connected, network.
 - (0 points) No mention.
- 2 points: specifies at least one motivation or benefit of pursuing Complete Streets.
 - (0 points) No mention.
- 1 point: specifies equity as an additional motivation or benefit of pursuing Complete Streets.
 - (0 points) No mention.
- 4 points: specifies modes, with a base of four modes, two of which must be biking and walking.
 - (0 points) Policy mentions fewer than four modes and/or omits biking or walking.

2. Diverse users

Complete Streets are intended to benefit all users equitably, particularly vulnerable users and the most underinvested and underserved communities. Transportation choices should be safe, convenient, reliable, affordable, accessible, and timely regardless of race, ethnicity, religion, income, gender identity, immigration status, age, ability, languages spoken, or level of access to a personal vehicle. Which communities of concern are disproportionately impacted by transportation policies and practices will vary depending on the context of the jurisdiction. Policies are not necessarily expected to list all of these groups. For example, some communities are more racially homogeneous, but have extreme income disparities. The best Complete Streets policies will specifically highlight communities of concern whom the policy will prioritize based on the jurisdiction's composition and objectives.

9 points available:

- 5 points: The policy language requires the jurisdiction to “prioritize” vulnerable users or neighborhoods with histories of systematic disinvestment or underinvestment. This could include neighborhoods with insufficient infrastructure or neighborhoods with a concentration of vulnerable users.
 - (3 points) Policy states its intent to “benefit” the neighborhoods or vulnerable users above, as relevant to the jurisdiction.
 - (1 point) Policy mentions or considers any of the neighborhoods or users above.
 - (0 point) No mention.
- 4 points: The policy establishes an accountable, measurable definition for priority groups or places. This definition may be quantitative (i.e. neighborhoods with X% of the population without access to a vehicle or where the median income is below a certain threshold) or qualitative (i.e. naming specific neighborhoods).
 - (0 point) No mention.

3. Commitment in all projects and phases

The ideal Complete Streets policy has a strong commitment that all transportation projects and maintenance operations account for the needs of all modes of transportation and all users of the road network.

10 points available:

For municipality/county policies

- 4 points: Policy requires all new construction and reconstruction/retrofit projects to account for the needs of all modes of transportation and all users of the road network.
 - (1 point) Policy considers or mentions these projects as opportunities to apply this policy.
 - (0 points) No mention.
- 4 points: Policy requires all maintenance projects and ongoing operations, such as resurfacing, repaving, restriping, rehabilitation, or other types of changes to the transportation system to account for the needs of all modes of transportation and all users of the road network.
 - (1 point) Policy considers or mentions these projects as opportunities to apply this policy.
 - (0 points) No mention.

For state/MPO policies

- 4 points: Policy requires all new construction and reconstruction/retrofit projects receiving state or federal funding to account for the needs of all modes of transportation and all users of the road network.
 - (1 point) Policy considers or mentions these projects as opportunities to apply this policy.
 - (0 points) No mention.
- 4 points: Policy requires all maintenance projects and ongoing operations, such as resurfacing, repaving, restriping, rehabilitation, or other types of changes to the transportation system receiving state or federal funding to account for the needs of all modes of transportation and all users of the road network.
 - (1 point) Policy considers or mentions these projects as opportunities to apply this policy.
 - (0 points) No mention.

For all policies

- 2 points: Policy specifies the need to provide accommodations for all modes of transportation to continue to use the road safely and efficiently during any construction or repair work that infringes on the right of way and/or sidewalk.

4. Clear, accountable exceptions

Effective policy implementation requires a process for exceptions to providing for all modes in each project. The exception process must also be transparent by providing public notice with opportunity for comment and clear, supportive documentation justifying the exception. The Coalition believes the following exceptions are appropriate with limited potential to weaken the policy. They 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

1. Accommodation is not necessary on corridors where specific users are prohibited, such as interstate freeways or pedestrian malls. Exclusion of certain users on particular corridors should not exempt projects from accommodating other permitted users.
2. Cost of accommodation is excessively disproportionate to the need or probable use. The Coalition does 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 percentage cap may be appropriate in unusual circumstances, such as where natural features (e.g. steep hillsides, shorelines) make it very costly or impossible to accommodate all modes. The Coalition does not believe a cap lower than 20 percent is appropriate, and any cap should always be used in an advisory rather than absolute sense.
3. A documented absence of current and future need.
4. Emergency repairs such as a water main leak that requires immediate, rapid response; however, temporary accommodations for all modes should still be made. Depending on severity of the repairs, opportunities to improve multimodal access should still be considered where possible.

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. 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.

In addition to defining exceptions through good policy language, there must be a clear process for granting them, preferably with approval from senior management. Establishing this within a policy provides clarity to staff charged with implementing the policy and improves transparency and accountability to other agencies and residents.

¹ https://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design.cfm

8 points available:

- 4 points: Policy includes one or more of the above exceptions—and no others.
 - (2 points) Policy includes any other exceptions, including those that weaken the intent of the Complete Streets policy.
 - (0 points) No mention.
- 2 points: Policy states who is responsible for approving exceptions.
- 2 points: Policy requires public notice prior to granting an exception in some form. This could entail a public meeting or an online posting with opportunity for comment.

5. Jurisdiction

Creating Complete Streets networks is difficult because many different agencies control our streets. They are built and maintained by state, county, and local agencies, and private developers often build new roads. Individual jurisdictions do have an opportunity to influence the actions of others, through funding or development review. In the case of private developers, this may entail the developer submitting how they will address Complete Streets in their project through the jurisdiction's permitting process, with approval of the permit being contingent upon meeting the Complete Streets requirements laid out by the jurisdiction. Creating a Complete Streets network can also be achieved through interagency coordination between government departments and partner agencies on Complete Streets.

8 points available:

For municipality/county policies

- 5 points: A municipality's or county's policy requires private development projects to comply.
 - (2 points) A municipality's or county's policy mentions or encourages private development projects to follow a Complete Streets approach.
 - (0 points) No mention.

For state/MPO policies

- 5 points: A state's or Metropolitan Planning Organization's policy clearly notes that projects that address how they will account for the needs of all modes and users are prioritized or awarded extra weight for funding and/or inclusion in long-range transportation improvement plans (TIPs).
 - (2 points) A state's or MPO's policy mentions or encourages projects receiving money passing through the agency to account for the needs all modes and users.
 - (0 points) No mention.

For all policies

- 3 points: Policy specifies a requirement for interagency coordination between various agencies such as public health, housing, planning, engineering, transportation, public works, city council, and/or mayor or executive office.
 - (1 point) Policy mentions or encourages interagency coordination.
 - (0 points) No mention.

6. Design

Complete Streets implementation relies on using the best and latest state-of-the-practice design standards and guidelines to maximize design flexibility. Creating meaningful change on the ground both at the project level and in the creation of complete, multimodal transportation networks requires jurisdictions to create or update their existing design guidance and standards to advance the objectives of the Complete Streets policy.

7 points available:

- 5 points: Policy directs the adoption of specific, best state-of-the-practice design guidance and/or requires the development/revision of internal design policies and guides.
 - (1 point) Policy references but does not formally adopt specific, best state-of-the-practice design guidance.
 - (0 points) No mention.
- 2 points: Policy sets a specific time frame for implementation.
 - (0 points) No mention.

7. Land use and context sensitivity

An effective Complete Streets policy must be sensitive to the surrounding community including its current and planned buildings, parks, and trails, as well as its current and expected transportation needs. Specifically, it is critical to recognize the connection between land use and transportation. Complete Streets must be designed to serve the current and future land use, while land use policies and zoning ordinances must support Complete Streets such as by promoting dense, mixed-use, transit-oriented development with homes, jobs, schools, transit, and recreation in close proximity depending on the context. Given the range of policy types and their varying ability to address this issue, a policy, at a minimum, requires the consideration of context sensitivity in making decisions. The best Complete Streets policies will meaningfully engage with land use by integrating transportation and land use in plans, policies, and practices. The Coalition also encourages more detailed discussion of adapting roads to fit the character of the surrounding neighborhood and development, as well as the consideration of unintended consequences such as displacement of residents due to rising costs of living.

10 points available:

For municipality/county policies

- 5 points: Policy requires new or revised land use policies, plans, zoning ordinances, or equivalent documents to specify how they will support and be supported by the community's Complete Streets vision
 - (4 points) Policy requires new or revised transportation plans and/or design guidance to specify how transportation projects will serve current and future land use, such as by defining streets based not just on transportation function but on the surrounding land use.
 - (2 points) Policy discusses the connection between land use and transportation or includes non-binding recommendations to integrate land use and transportation planning.
 - (1 point) Policy acknowledges land use as a factor related to transportation planning.
 - (0 points) No mention.

For state/MPO policies

- 5 points: Policy requires new or revised long-range transportation plans and/or design guidance to specify how transportation projects will serve current and future land use such as by directing the adoption of place-based street typologies
 - (2 points) Policy discusses the connection between land use and transportation or includes non-binding recommendations to integrate land use and transportation planning.
 - (1 point) Policy acknowledges land use as a factor related to transportation planning.
 - (0 points) No mention.

For all policies

- 3 points: Policy requires the consideration of the community context as a factor in decision-making.
 - (1 points) Policy mentions community context as a potential factor in decision-making.
 - (0 points) No mention.
- 2 points: Policy specifies the need to mitigate unintended consequences such as involuntary displacement.
 - (1 points) Policy acknowledges the possibility of unintended consequences.
 - (0 points) No mention.

8. Performance measures

Communities with Complete Streets policies can measure success a number of different ways, such as miles of bike lanes, percentage of the sidewalk network completed, number of people who choose to ride public transportation, and/or the number of people walking and biking along a street. They can also measure the impact of Complete Streets on the other motivations and objectives specified in the policy, such as health, safety, economic development, resilience, etc. The best Complete Streets policies will establish performance measures in line with the goals stated in their visions. Performance measures should pay particular attention to how Complete Streets implementation impacts the communities of concern identified in the policy. By embedding equity in performance measures, jurisdictions can evaluate whether disparities are being exacerbated or mitigated. Policies should also set forth an accountable process to measure performance, including specifying who will be responsible for reporting on progress and how often these indicators will be tracked.

13 points available:

- 3 points: Policy establishes specific performance measures under multiple categories such as access, economy, environment, safety, and health.
 - (1 point) Policy mentions measuring performance under multiple categories but does not establish specific measures.
 - (0 points) No mention.
- 2 points: Policy establishes specific performance measures for the implementation process such as tracking how well the public engagement process reaches underrepresented populations or updates to policies and documents.
 - (1 point) Policy mentions measuring the implementation process but does not establish specific measures.
 - (0 points) No mention.
- 3 points: Policy embeds equity in performance measures by measuring disparities by income/race/vehicle access/language/etc. as relevant to the jurisdiction.
 - (1 point) Policy mentions embedding equity in performance measures but is not specific about how data will be disaggregated.
 - (0 points) No mention.
- 2 points: Policy specifies a time frame for recurring collection of performance measures.
 - (0 points) No mention.
- 2 points: Policy requires performance measures to be released publicly.
 - (0 points) No mention.
- 1 point: Policy assigns responsibility for collecting and publicizing performance measures to a specific individual/agency/committee.
 - (0 points) No mention.

9. Project selection criteria

A Complete Streets policy should modify the jurisdiction's project selection criteria for funding to encourage Complete Streets implementation. Criteria for determining the ranking of projects should include assigning weight for active transportation infrastructure; targeting underserved communities; alleviating disparities in health, safety, economic benefit, access destinations; and creating better multimodal network connectivity for all users. Jurisdictions should include equity criteria in their project selection process and give the criteria meaningful weight.

8 points available:

- 5 points: Policy establishes specific criteria to encourage funding prioritization for Complete Streets implementation.
 - (1 point) Policy mentions revising project selection criteria to encourage Complete Streets implementation.
 - (0 points) No mention.
- 3 points: Policy specifically addresses how equity will be embedded in project selection criteria.
 - (0 points) No mention.

10. Implementation steps

A formal commitment to the Complete Streets approach is only the beginning. The Coalition has identified key steps to implementation:

1. Restructure or revise related procedures, plans, regulations, and other processes to accommodate all users on every project. This could include incorporating Complete Streets checklists or other tools into decision-making processes.
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 so that everyone understands the importance of the Complete Streets vision. Training could focus on Complete Streets design and implementation, community engagement, and/or equity.
4. Create a committee to oversee implementation. This is a critical accountability measure, ensuring the policy becomes practice. The committee should include both external and internal stakeholders as well as representatives from advocacy groups, underinvested communities, and vulnerable populations such as people of color, older adults, children, low-income communities, non-native English speakers, those who do not own or cannot access a car, and those living with disabilities.
5. Create a community engagement plan that considers equity by targeting advocacy organizations and underrepresented communities which could include non-native English speakers, people with disabilities, etc. depending on the local context. This requires the use of outreach strategies such as holding public meetings at easily accessible times and places, collecting input at community gathering spaces, and hosting and attending community meetings and events. The best community engagement plans don't require people to alter their daily routines to participate. Outreach strategies should make use of natural gathering spaces such as clinics, schools, parks, and community centers.

15 points available:

- 3 points: Policy requires that related procedures, plans, regulations, and other processes be revised within a specified time frame.
 - (1 point) Policy mentions revising procedures, plans, regulations, and other processes.
 - (0 points) No mention.
- 3 points: Policy requires workshops or other training opportunities for transportation staff. Policy is specific about the timing and/or staff members for the training and workshops.
 - (1 point) Policy mentions workshops or other training opportunities for transportation staff.
 - (0 points) No mention.
- 3 points: Policy assigns responsibility for implementation to a new or existing

committee that includes both internal and external stakeholders that are representative of underinvested and vulnerable communities. Policy is specific about which internal and external stakeholders are/will be represented on the committee.

- (1 point) Policy assigns oversight of implementation to a specific body that may not include both internal and external stakeholders.
- (0 points) No mention.
- 6 points: Policy creates a community engagement plan with specific strategies for who, when, and how they will approach public engagement in the project selection, design, and implementation process. Policy specifically addresses how the jurisdiction will overcome barriers to engagement for underrepresented communities.
 - (3 points) Policy creates a community engagement plan with specific strategies for who, when, and how they will approach public engagement but does not address underrepresented communities.
 - (1 point) Policy mentions community engagement but does not go into detail about specific strategies.
 - (0 points) No mention.

Additional elements

While Complete Streets policies are based on the principle of connecting people and place to transportation projects, many communities add language regarding environmental best practices or placemaking directives. Though the Coalition does not score these additional elements, we encourage agencies to consider cross-referencing related initiatives.

Point values

Vision and intent	12 points
Diverse users	9 points
Commitment in all projects and phases	10 points
Exceptions	8 points
Jurisdiction	8 points
Design	7 points
Land use and context sensitivity	10 points
Performance measures	13 points
Project selection criteria	8 points
Implementation steps	15 points
Total:	100 points

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