The Best Complete Streets Policies of 2013

February 2014
The National Complete Streets Coalition, a program of Smart Growth America, a program of Smart Growth America, seeks to fundamentally transform the look, feel and function of the roads and streets in our community, by changing the way most roads are planned, designed and constructed. Complete Streets policies direct transportation planners and engineers to consistently design with all users in mind.

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

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

Acknowledgments
This report was written by Stefanie Seskin, Deputy Director, and Colin Murphy, Fellow, of the National Complete Streets Coalition.

Cover photo: Downtown Livermore, CA. Photo courtesy of the City of Livermore.
Executive Summary

Communities across the country are making roads safer and more accessible for everyone who uses them—and these changes are happening on a larger scale than ever before.

In 2013, more than 80 communities adopted Complete Streets policies. These laws, resolutions and planning and design documents encourage and provide for the safe access to destinations for everyone, regardless of age, ability, income or ethnicity, and no matter how they travel.

Nationwide, a total of 610 jurisdictions now have Complete Streets policies in place. Today, 27 states as well as the Commonwealth of Puerto Rico and the District of Columbia have Complete Streets policies. Fifty-one regional planning organizations, 48 counties and 482 municipalities in 48 states also have adopted such policies.

The National Complete Streets Coalition examines and scores Complete Streets policies each year, comparing adopted policy language to ten ideal policy elements. Ideal policy elements refine a community’s vision for transportation, provide for many types of users, complement community needs and establish a flexible approach necessary for an effective Complete Streets process and outcome. Different types of policy statements are included in this examination, including legislation, resolutions, executive orders, departmental policies and policies adopted by an elected board.

Fifteen agencies led the nation in creating comprehensive Complete Streets policies in 2013. These policies are a model for communities across the country. They are:

1. Littleton, MA
2. Peru, IN
3. Fort Lauderdale, FL
4. Auburn, ME (tie)
4. Lewiston, ME (tie)
6. Baltimore County, MD
7. Portsmouth, NH
8. Muscatine, IA
9. Piqua, OH
10. Oakland, CA
11. Hayward, CA (tie)
11. Livermore, CA (tie)
11. Massachusetts Department of Transportation (tie)
14. Cedar Falls, IA (tie)
14. Waterloo, IA (tie)

The National Complete Streets Coalition, a program of Smart Growth America, supports communities as they develop, adopt and implement Complete Streets policies. Its staff and members are proud to have worked with and supported many of the communities discussed here. A ranking of top Complete Streets policies is intended to celebrate the communities that have done exceptional work in the past year and to provide leaders at all levels of government with ideas for how to create strong Complete Streets policies.
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