Smart Growth America
Making Neighborhoods Great Together

National Complete Streets Coalition

The Best Complete Streets Policies of 2012

April 2013

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Making Neighborhoods Great Together

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

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

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

Acknowledgments

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

In total, 488 Complete Streets policies are now in place nationwide, at all levels of government. Statewide policies are in place in 27 states as well as the Commonwealth of Puerto Rico and the District of Columbia. Forty-two regional planning organizations, 38 counties and 379 municipalities in 48 states, that allow everyone, no matter how they travel, to safely use the roadway. The policies passed in 2012 comprise more than one quarter of all policies in place today.

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

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

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

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

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

Introduction

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

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

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

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

What is a Complete Streets policy?

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

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

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

Evaluating Complete Streets policies

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

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

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

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

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

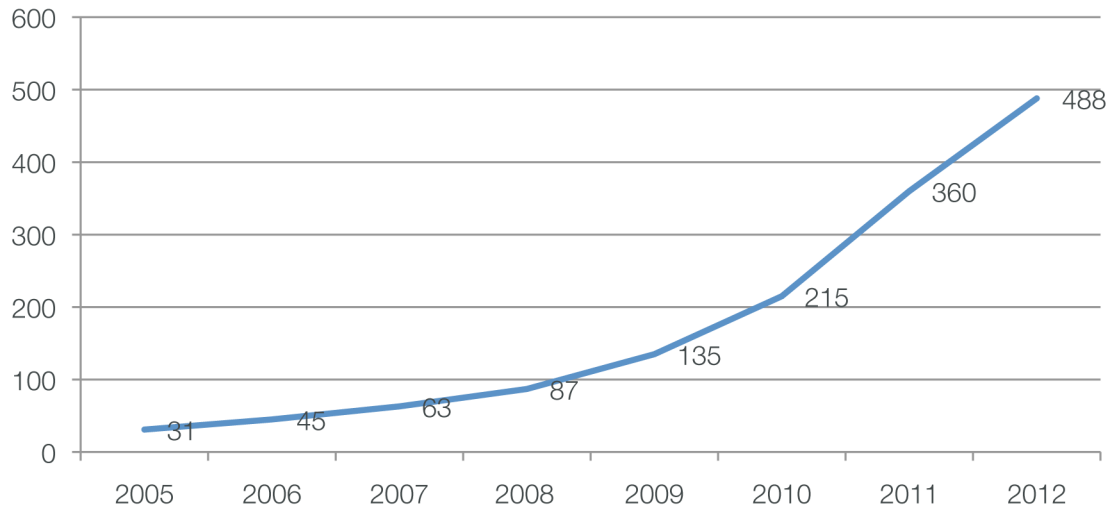
More information about the 10 elements are detailed in the *Complete Streets Local Policy Workbook*, a companion to this report. The workbook helps counties and cities examine current strategies and Complete Streets needs to develop locally appropriate language that draws from the best practices identified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

Growing support for Complete Streets nationwide

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

FIGURE 1

Number of Complete Streets policies nationwide, 2005–2012



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

Many types of policies in communities of all sizes

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

The type of policies in place are similarly diverse (see Figure 3 on page 4). While most policies are resolutions adopted by a city or county council, jurisdictions are commonly using code changes and the adoption of city policies to direct the use of a Complete Streets approach.

About 17 percent of Complete Streets policies were passed as legislation and encoded in statutes. Nearly half were expressed through non-binding resolutions. Internal policies adopted by top-level departmental leaders represent 6 percent of all policies and about 9 percent are contained inside planning documents such as comprehensive plans. Growing in number are city policies that are approved by the legislative branch; such policies, which are generally more detailed, now represent 15 percent of all Complete Streets policies, up from 11 percent in 2011.

FIGURE 2

Municipalities by size with Complete Streets policies, 1971–2012

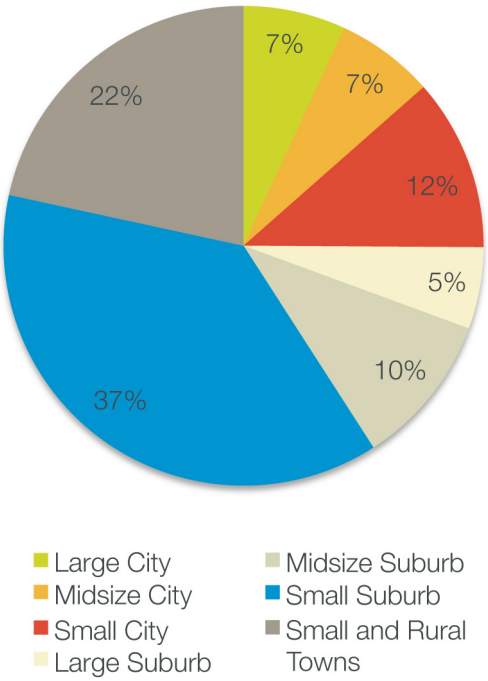
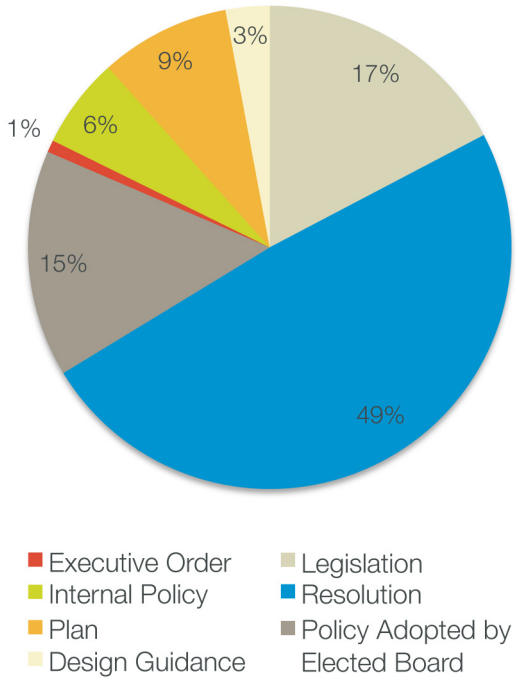


FIGURE 3

Complete Streets policies by type, 1971–2012



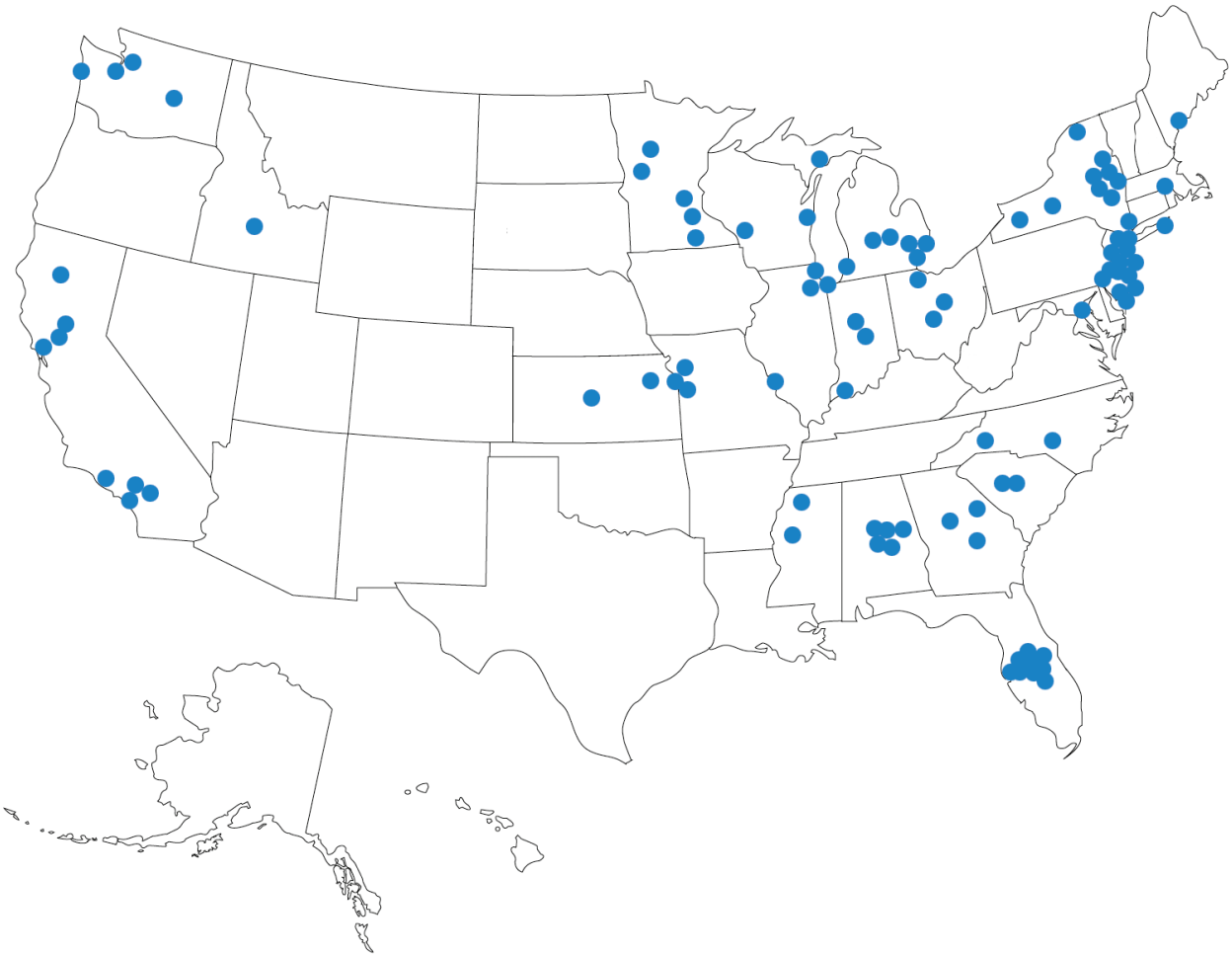
Meanwhile, several states count many regional and local Complete Streets policies. Leading the charge are the states of Michigan, New Jersey and Florida with 65, 50 and 39 policies, respectively. Joining them are 12 other states that have each count 10 or more regional or local Complete Streets policies.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

The best Complete Streets policies of 2012

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

FIGURE 4

Complete Streets policies passed in 2012



Note: This map is diagrammatic and actual locations may be slightly different than are represented here.

For a full list of policies, see the Complete Streets policy atlas available on the Coalition website.

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

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

TABLE 1

The top Complete Streets policies of 2012

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

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

What makes a strong Complete Streets policy?

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

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

1. Vision and intent

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

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

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

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

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

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

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

POLICY LANGUAGE: BOZEMAN, MT

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

Policy examples: Strong vision and intent

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

2. All users and modes

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

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

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

POLICY LANGUAGE: DAYTON, OH

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

Policy examples: All users and modes

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

3. All projects and phases

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

POLICY LANGUAGE: CLAYTON, MO

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

Policy examples: All projects and phases

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

4. Clear, accountable exceptions

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

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

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

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

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

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

POLICY LANGUAGE: OAK PARK, IL

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

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

Policy examples: Clear, accountable exceptions

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

5. Network

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

POLICY LANGUAGE: HUNTINGTON PARK, CA

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

6. Jurisdiction

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

POLICY LANGUAGE: TRENTON, NJ

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

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

POLICY LANGUAGE: BOZEMAN, MT

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

7. Design

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

POLICY LANGUAGE: PORTLAND, ME

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

8. Context sensitivity

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

POLICY LANGUAGE: MIAMI VALLEY REGIONAL PLANNING COMMISSION, OH

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

9. Performance measures

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

POLICY LANGUAGE: INDIANAPOLIS, IN

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

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

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

Policy examples: Performance measures

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

10. Implementation next steps

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

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

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

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

Policy examples: Implementation next steps

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

POLICY LANGUAGE: BALDWIN PARK, CA

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

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

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

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

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

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

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

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

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

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

Learn more about writing Complete Streets policies
More information about crafting strong Complete Streets policies is available in the companion *Complete Streets Local Policy Workbook*.

Paper to Pavement: Next steps in creating Complete Streets

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

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

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

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

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

Appendix A: Scoring methodology

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

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

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

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

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

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

TABLE A1

Policy element scoring system

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

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

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

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

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

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

Appendix B: Index of Complete Streets policy scores

					Intent		All users and modes		Projects and Phases		Exceptions		Network		Jurisdiction		Design Flexibility		Context		Measures		Implementation		TOTAL
Category	**Location**	**Policy**	**Population**	**Year**	**Points**	**Weighted score**	**Points**	**Weighted score**	**Points**	**Weighted score**	**Points**	**Weighted score**	**Points**	**Weighted score**	**Points**	**Weighted score**	**Points**	**Weighted score**	**Points**	**Weighted score**	**Points**	**Weighted score**	**Points**	**Weighted score**	
State Legislation	**State of Minnesota**	Sec. 52. Minnesota Statutes 2008, section 174.75	5,303,925	2010	1	1.2	5	20	5	12	0	0	0	0	2	3.2	5	4	5	8	0	0	4	16	**64.4**
State Legislation	**State of Connecticut**	Public Act 09-154 (SB 735)	3,574,097	2009	5	6	4	16	5	12	4	12.8	0	0	5	8	0	0	0	0	0	0	2	8	**62.8**
State Legislation	**State of Hawaii**	Act 054 (SB 718)	1,369,301	2009	1	1.2	4	16	5	12	1	3.2	0	0	2	3.2	0	0	5	8	0	0	4	16	**59.6**
State Legislation	**State of Vermont**	Act 0-34 (H.198)	625,741	2011	3	3.6	4	16	5	12	4	12.8	0	0	5	8	0	0	0	0	0	0	1	4	**56.4**
State Legislation	**Commonwealth of Puerto Rico**	Senate Bill 1857	3,725,789	2010	1	1.2	4	16	5	12	2	6.4	0	0	2	3.2	0	0	0	0	0	0	4	16	**54.8**
State Legislation	**State of Michigan**	Public Act 135 of 2010 (HB6151)	9,883,640	2010	1	1.2	5	20	3	7.2	1	3.2	5	2	3	4.8	0	0	5	8	0	0	2	8	**54.4**
State Legislation	**State of New York**	Highway Law Section 331 (Bill S. 5411)	19,378,102	2011	3	3.6	4	16	3	7.2	1	3.2	0	0	3	4.8	0	0	5	8	0	0	1	4	**46.8**
State Legislation	**State of Rhode Island**	Title 24, Chapter 16: Safe Access to Public Roads	1,052,567	2012	1	1.2	4	16	3	7.2	2	6.4	0	0	5	8	0	0	0	0	0	0	2	8	**46.8**
State Legislation	**State of California**	The Complete Streets Act (AB 1358)	37,253,956	2008	5	6	5	20	0	0	0	0	5	2	2	3.2	2	1.6	5	8	0	0	1	4	**44.8**
State Legislation	**State of Rhode Island**	Chapter 31-18: Pedestrians Section 31-18-21	1,052,567	1997	3	3.6	0	0	5	12	4	12.8	0	0	3	4.8	0	0	0	0	0	0	0	0	**33.2**
State Legislation	**State of Illinois**	Public Act 095-065 (SB0314)	12,830,632	2007	3	3.6	0	0	5	12	4	12.8	0	0	0	0	0	0	0	0	0	0	1	4	**32.4**
State Legislation	**State of Wisconsin**	State Statutes Section 1918gr. 84.01 (35)	5,686,986	2009	5	6	0	0	3	7.2	4	12.8	0	0	3	4.8	0	0	0	0	0	0	0	0	**30.8**
State Legislation	**State of Washington**	Chapter 257, 2011 Laws	6,724,540	2011	1	1.2	2	8	3	7.2	0	0	0	0	2	3.2	3	2.4	5	8	0	0	0	0	**30**
State Legislation	**State of Massachusetts**	Bicycle-Pedestrian Access Law (Chapter 90E)	6,547,629	1996	3	3.6	0	0	5	12	4	12.8	0	0	0	0	0	0	0	0	0	0	0	0	**28.4**
State Legislation	**State of Colorado**	Colorado Statutes 43-1-120 (HB 1147)	5,029,196	2010	5	6	0	0	5	12	3	9.6	0	0	0	0	0	0	0	0	0	0	0	0	**27.6**
State Legislation	**State of Maryland**	Maryland Trans. Code Ann. Title 2 subtitle 602, Chapter 145	5,773,552	2010	3	3.6	0	0	5	12	0	0	5	2	0	0	0	0	0	0	0	0	2	8	**25.6**
State Legislation	**State of Oregon**	ORS 366.514	3,831,074	1971	5	6	1	4	3	7.2	1	3.2	0	0	3	4.8	0	0	0	0	0	0	0	0	**25.2**
State Legislation	**State of Vermont**	State Statutes Chapter 23, Section 2310 (Bill S. 350)	625,741	2008	5	6	0	0	5	12	2	6.4	0	0	0	0	0	0	0	0	0	0	0	0	**24.4**
State Legislation	**State of Florida**	Florida Statute 335.065 (Bicycle & Pedestrian Ways)	18,801,310	1984	5	6	0	0	5	12	1	3.2	5	2	0	0	0	0	0	0	0	0	0	0	**23.2**
State Legislation	**State of Maryland**	Maryland Trans. Code Ann. Title 2 subtitle 602	5,773,552	2000	3	3.6	0	0	5	12	0	0	5	2	0	0	5	4	0	0	0	0	0	0	**21.6**
State Resolution	**South Carolina Department of Transportation**	Commission Resolution	4,625,364	2003	3	3.6	0	0	5	12	0	0	0	0	3	4.8	0	0	0	0	0	0	0	0	**20.4**
State Executive Order	**State of Delaware**	Executive Order No. 6	897,934	2009	1	1.2	4	16	5	12	0	0	5	2	0	0	5	4	0	0	0	0	1	4	**39.2**
State Internal Policy	**New Jersey Department of Transportation**	Policy No. 703	8,791,894	2009	3	3.6	5	20	5	12	4	12.8	5	2	5	8	3	2.4	5	8	0	0	4	16	**84.8**
State Internal Policy	**Louisiana Department of Transportation and Development**	Complete Streets Policy	4,533,372	2010	3	3.6	4	16	5	12	5	16	5	2	5	8	3	2.4	5	8	0	0	1	4	**72.0**

State Internal Policy	**California Department of Transportation**	Deputy Directive 64-R1	37,253,956	2008	5	6	4	16	5	12	2	6.4	5	2	2	3.2	2	1.6	5	8	0	0	4	16	**71.2**
State Internal Policy	**North Carolina Department of Transportation**	Complete Streets Policy	9,535,483	2009	3	3.6	4	16	5	12	5	16	5	2	2	3.2	2	1.6	5	8	0	0	2	8	**70.4**
State Internal Policy	**Michigan Department of Transportation**	State Transportation Commission Policy on Complete Streets	9,883,640	2012	1	1.2	5	20	5	12	0	0	5	2	5	8	0	0	5	8	0	0	4	16	**67.2**
State Internal Policy	**Colorado Department of Transportation**	Bicycle and Pedestrian Policy	5,029,196	2009	5	6	0	0	5	12	5	16	0	0	2	3.2	5	4	5	8	0	0	3	12	**61.2**
State Internal Policy	**Georgia Department of Transportation**	Complete Streets Design Policy	9,687,653	2012	5	6	4	16	5	12	3	9.6	5	2	2	3.2	3	2.4	5	8	0	0	0	0	**59.2**
State Internal Policy	**Pennsylvania Department of Transportation**	PennDOT Design Manual 1A (Appendix J: Bicycle and Pedestrian Checklist)	12,702,379	2007	5	6	3	12	5	12	3	9.6	5	2	2	3.2	5	4	5	8	0	0	0	0	**56.8**
State Internal Policy	**Virginia Department of Transportation**	Policy for Integrating Bicycle and Pedestrian Accommodations	8,001,024	2004	5	6	1	4	5	12	4	12.8	0	0	0	0	5	4	5	8	0	0	1	4	**50.8**
State Internal Policy	**Tennessee Department of Transportation**	Bicycle and Pedestrian Policy	6,346,105	2010	5	6	1	4	3	7.2	1	3.2	5	2	2	3.2	3	2.4	5	8	0	0	0	0	**36.0**
State Internal Policy	**Mississippi Department of Transportation**	Bicycle and Pedestrian Policy	2,967,297	2010	1	1.2	1	4	5	12	2	6.4	0	0	0	0	0	0	5	8	0	0	0	0	**31.6**
State Internal Policy	**Texas Department of Transportation**	Guidelines Emphasizing Bicycle and Pedestrian Accommodations	25,145,561	2011	3	3.6	2	8	3	7.2	0	0	0	0	0	0	3	2.4	0	0	0	0	0	0	**21.2**
MPO Resolution	**Hillsborough County Metropolitan Planning Organization, FL**	Resolution 2012-1	n/a	2012	5	6	4	16	5	12	3	9.6	5	2	2	3.2	0	0	5	8	0	0	2	8	**64.8**
MPO Resolution	**Las Cruces Metropolitan Planning Organization (Las Cruces, NM area)**	Resolution 08-10	n/a	2008	3	3.6	3	12	5	12	2	6.4	0	0	2	3.2	2	1.6	5	8	0	0	1	4	**50.8**
MPO Resolution	**San Antonio-Bexar County Metropolitan Planning Organization (San Antonio, TX area)**	Resolution Supporting a Complete Streets Policy	n/a	2009	1	1.2	5	20	5	12	0	0	5	2	2	3.2	0	0	5	8	0	0	1	4	**50.4**
MPO Resolution	**La Crosse Area Planning Organization (La Crosse, WI area)**	Resolution 7-2011	n/a	2011	1	1.2	3	12	5	12	1	3.2	0	0	5	8	0	0	0	0	5	4	1	4	**44.4**
MPO Resolution	**Santa Fe Metropolitan Planning Organization (Santa Fe, NM area)**	Resolution 2007-1	n/a	2007	3	3.6	5	20	5	12	0	0	0	0	2	3.2	0	0	0	0	0	0	0	0	**38.8**
MPO Resolution	**Lawrence-Douglas County Metropolitan Planning Organization (Lawrence County, KS area)**	Resolution	n/a	2011	1	1.2	1	4	5	12	0	0	0	0	2	3.2	2	1.6	5	8	0	0	1	4	**34.0**
MPO Resolution	**Region 2 Planning Commission (Jackson, MI area)**	Resolution	n/a	2006	3	3.6	4	16	5	12	0	0	0	0	0	0	3	2.4	0	0	0	0	0	0	**34.0**

MPO Resolution	**Morgantown Monongalia Metropolitan Planning Organization (Morgantown, WV area)**	Resolution No. 2008 02	n/a	2008	1	1.2	2	8	5	12	0	0	0	0	3	4.8	0	0	5	8	0	0	0	0	**34.0**
MPO Resolution	**St. Cloud Area Planning Organization (St. Cloud, MN area)**	Resolution 2011-09	n/a	2011	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**17.2**
MPO Resolution	**Metropolitan Transportation Board of the Mid-Region Council of Governments (Albuquerque, NM region)**	Resolution	n/a	2011	1	1.2	0	0	0	0	0	0	0	0	0	0	0	0	5	8	0	0	1	4	**13.2**
MPO Policy	**Miami Valley Regional Planning Commission (Dayton, OH area)**	Regional Complete Streets Policy	n/a	2011	1	1.2	5	20	5	12	4	12.8	5	2	5	8	5	4	5	8	5	4	4	16	**88.0**
MPO Policy	**Mid-Ohio Regional Planning Commission (Columbus, OH area)**	Complete Streets Policy	n/a	2010	5	6	5	20	5	12	3	9.6	5	2	5	8	5	4	5	8	0	0	2	8	**77.6**
MPO Policy	**Bloomington/Monroe County Metropolitan Planning Organization (Bloomington, IN area)**	Complete Streets Policy	n/a	2009	5	6	5	20	3	7.2	5	16	5	2	3	4.8	5	4	5	8	0	0	1	4	**72.0**
MPO Policy	**Mid-America Regional Council (Kansas City, MO area)**	Complete Streets Policy	n/a	2012	3	3.6	5	20	2	4.8	3	9.6	5	2	2	3.2	3	2.4	5	8	5	4	3	12	**69.6**
MPO Policy	**Fargo-Moorhead Metropolitan Council**	Complete Streets Policy	n/a	2010	3	3.6	5	20	5	12	1	3.2	5	2	5	8	5	4	5	8	0	0	2	8	**68.8**
MPO Policy	**Madison County Council of Governments (Anderson, IN area)**	Complete Streets Policy	n/a	2010	5	6	5	20	3	7.2	5	16	5	2	3	4.8	5	4	5	8	0	0	0	0	**68.0**
MPO Policy	**Twin Cities Area Transportation Study (Benton Harbor/St. Joseph area, MI)**	Complete Streets Policy	n/a	2012	5	6	5	20	5	12	3	9.6	5	2	3	4.8	5	4	5	8	0	0	0	0	**66.4**
MPO Policy	**Wilmington Area Planning Council (Wilmington, DE area)**	Regional Transportation Plan 2030 Update	n/a	2007	5	6	2	8	5	12	2	6.4	5	2	3	4.8	5	4	5	8	0	0	3	12	**63.2**
MPO Policy	**Evansville Metropolitan Planning Organization (Evansville, IN area)**	Complete Streets Policy	n/a	2012	3	3.6	1	4	5	12	1	3.2	5	2	5	8	3	2.4	5	8	5	4	4	16	**63.2**
MPO Policy	**Rochester-Olmsted Council of Governments (Rochester, MN area)**	Resolution No. 11-1	n/a	2011	5	6	5	20	3	7.2	1	3.2	5	2	5	8	5	4	5	8	0	0	1	4	**62.4**
MPO Policy	**Metropolitan Washington Council of Governments (Washington, DC area)**	Complete Streets Policy	n/a	2012		0	5	20	2	4.8	1	3.2	0	0	2	3.2	2	1.6	5	8	0	0	2	8	**48.8**
MPO Policy	**Northwestern Indiana Regional Planning Commission (Portage, IN area)**	Complete Streets Guidelines	n/a	2010	1	1.2	3	12	5	12	1	3.2	5	2	5	8	3	2.4	5	8	0	0	0	0	**48.8**

MPO Policy	**Space Coast Transportation Planning Organization (Viera, FL area)**	Resolution 11-12	n/a	2011	3	3.6	2	8	5	12	1	3.2	5	2	5	8	3	2.4	5	8	0	0	0	0	**47.2**
MPO Policy	**Bi-State Regional Commission (Quad Cities area)**	Complete Streets Policy	n/a	2008	3	3.6	4	16	5	12	0	0	0	0	3	4.8	2	1.6	5	8	0	0	0	0	**46.0**
MPO Policy	**Northeast Ohio Areawide Coordinating Agency (Cleveland, OH area)**	Regional Transportation Investment Policy	n/a	2003	5	6	2	8	3	7.2	2	6.4	0	0	3	4.8	3	2.4	5	8	0	0	0	0	**42.8**
MPO Policy	**Metropolitan Transportation Commission (San Francisco Bay area)**	Regional Policy for the Accommodation of Non-Motorized Travelers	n/a	2006	3	3.6	1	4	3	7.2	0	0	0	0	3	4.8	0	0	0	0	0	0	5	20	**39.6**
MPO Policy	**Community Planning Association of Southwest Idaho (Boise, ID area)**	Complete Streets Policy	n/a	2009	1	1.2	4	16	3	7.2	0	0	0	0	0	0	2	1.6	5	8	0	0	0	0	**34.0**
MPO Policy	**Johnson County Council of Governments (Iowa City, IA area)**	Complete Streets Policy	n/a	2006	5	6	0	0	3	7.2	0	0	0	0	3	4.8	2	1.6	0	0	0	0	0	0	**19.6**
County Legislation	**Cook County, IL**	Ordinance	5,194,675	2011	3	3.6	4	16	5	12	4	12.8	5	2	2	3.2	0	0	5	8	5	4	4	16	**77.6**
County Legislation	**Salt Lake County, UT**	Ordinance No. 1672	1,029,655	2010	5	6	5	20	5	12	3	9.6	0	0	3	4.8	5	4	5	8	0	0	0	0	**64.4**
County Legislation	**Honolulu, HI**	Bill No. 26	953,207	2012	1	1.2	3	12	5	12	3	9.6	0	0	0	0	3	2.4	5	8	0	0	4	16	**61.2**
County Legislation	**Montgomery County, MD**	County Code Chapter 49, Streets and Roads	971,777	2007	5	6	4	16	3	7.2	1	3.2	5	2	0	0	5	4	5	8	0	0	0	0	**46.4**
County Resolution	**Wilkin County, MN**	Resolution	6,576	2011	3	3.6	5	20	5	12	4	12.8	5	2	0	0	5	4	5	8	0	0	3	12	**74.4**
County Resolution	**Lee County, FL**	Resolution No. 09-11-13	618,754	2009	5	6	1	4	5	12	4	12.8	0	0	2	3.2	5	4	5	8	0	0	4	16	**66.0**
County Resolution	**Dona Ana County, NM**	Resolution 09-114	209,233	2009	5	6	4	16	5	12	2	6.4	5	2	0	0	3	2.4	5	8	0	0	3	12	**64.8**
County Resolution	**Clay County, MN**	Resolution 2011-49	58,999	2011	3	3.6	5	20	5	12	1	3.2	5	2	2	3.2	5	4	5	8	0	0	1	4	**60.0**
County Resolution	**Monmouth County, NJ**	Resolution	630,380	2010	3	3.6	3	12	5	12	4	12.8	5	2	2	3.2	3	2.4	0	0	0	0	1	4	**52.0**
County Resolution	**Kauai, HI**	Resolution No. 2010-48 Draft 1	67,091	2010	5	6	4	16	5	12	1	3.2	0	0	2	3.2	0	0	0	0	0	0	2	8	**48.4**
County Resolution	**Essex County, NJ**	Resolution	783,969	2012	3	3.6	3	12	5	12	4	12.8	0	0	0	0	3	2.4	0	0	0	0	1	4	**46.8**
County Resolution	**Hennepin County, MN**	Resolution No. 09-0058R1	1,152,425	2009	1	1.2	5	20	3	7.2	0	0	0	0	2	3.2	2	1.6	0	0	0	0	2	8	**41.2**
County Resolution	**Richland County, SC**	Resolution to Endorse and Support a Complete Streets Policy	384,504	2009	3	3.6	2	8	5	12	0	0	0	0	0	0	2	1.6	5	8	0	0	1	4	**37.2**
County Resolution	**Johnson County, KS**	Resolution No. 041-11	544,179	2011	1	1.2	5	20	5	12	0	0	0	0	2	3.2	0	0	0	0	0	0	0	0	**36.4**
County Resolution	**Erie County, NY**	Resolution	919,040	2008	3	3.6	4	16	3	7.2	1	3.2	0	0	2	3.2	3	2.4	0	0	0	0	0	0	**35.6**
County Resolution	**Suffolk County, NY**	Resolution	1,493,350	2012	3	3.6	5	20	0	0	1	3.2	0	0	0	0	0	0	5	8	0	0	0	0	**34.8**
County Resolution	**Jackson County, MI**	Resolution	160,248	2006	3	3.6	4	16	5	12	0	0	0	0	0	0	3	2.4	0	0	0	0	0	0	**34.0**
County Resolution	**Spartanburg County, SC**	Resolution No. 07-30	284,307	2007	3	3.6	3	12	5	12	0	0	0	0	0	0	3	2.4	0	0	0	0	0	0	**30.0**
County Resolution	**La Plata County, CO**	Resolution No 2007-33	51,334	2007	1	1.2	4	16	5	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**29.2**
County Resolution	**Ulster County, NY**	Resolution No. 229-09	182,493	2009	5	6	0	0	5	12	2	6.4	5	2	0	0	3	2.4	0	0	0	0	0	0	**28.8**
County Resolution	**Maui County, HI**	Resolution	154,834	2012	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	**21.2**
County Resolution	**Pierce County, WA**	Resolution 2008-86s	795,225	2008	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	**21.2**

County Resolution	**DuPage County, IL**	Healthy Roads Initiative	916,924	2004	1	1.2	0	0	3	7.2	0	0	0	0	0	0	2	1.6	5	8	0	0	0	0	**18.0**
County Tax Ordinance	**San Diego County, CA**	Transnet Tax Extension (Proposition A)	3,095,313	2004	5	6	2	8	3	7.2	5	16	0	0	3	4.8	3	2.4	5	8	0	0	0	0	**52.4**
County Tax Ordinance	**Sacramento County, CA**	Ordinance No. STA 04-01	1,418,788	2004	3	3.6	2	8	5	12	0	0	0	0	3	4.8	0	0	0	0	0	0	0	0	**28.4**
County Internal Policy	**Cobb County, GA**	Complete Streets Policy	688,078	2009	3	3.6	4	16	5	12	0	0	0	0	0	0	3	2.4	0	0	0	0	0	0	**34.0**
County Internal Policy	**Marin County, CA**	Best Practice Directive for Inclusion of Multi-Modal Elements into Improvement Projects	252,409	2007	3	3.6	2	8	5	12	2	6.4	0	0	0	0	0	0	0	0	0	0	0	0	**30.0**
County Policy Adopted by Elected Board	**Hennepin County, MN**	Complete Streets Policy	1,152,425	2009	3	3.6	5	20	5	12	4	12.8	5	2	2	3.2	5	4	5	8	0	0	4	16	**81.6**
County Policy Adopted by Elected Board	**Ada County Highway District, ID**	Resolution No. 895	392,365	2009	5	6	5	20	5	12	4	12.8	5	2	0	0	2	1.6	5	8	0	0	0	0	**62.4**
County Policy Adopted by Elected Board	**Richland County, SC**	Complete Streets Program Goals and Objectives & Ordinance No. 017-11HR	384,504	2010	3	3.6	4	16	3	7.2	0	0	0	0	5	8	0	0	0	0	5	4	4	16	**54.8**
County Policy Adopted by Elected Board	**Road Commission for Oakland County, MI**	Complete Streest General Guidelines	1,202,362	2012	1	1.2	5	20	2	4.8	1	3.2	5	2	2	3.2	3	2.4	5	8	0	0	2	8	**52.8**
County Policy Adopted by Elected Board	**Richland County, SC**	Complete Streets Program Goals and Objectives	384,504	2010	3	3.6	4	16	3	7.2	0	0	0	0	5	8	0	0	0	0	5	4	3	12	**50.8**
County Policy Adopted by Elected Board	**Polk County, FL**	Complete Streets Policy		2012	1	1.2	5	20	5	12	0	0	5	2	0	0	3	2.4	5	8		0	0	0	**45.6**
City Legislation	**Indianapolis, IN**	Chapter 431, Article VIII	820,445	2012	5	6	5	20	5	12	3	9.6	5	2	5	8	5	4	5	8	5	4	4	16	**89.6**
City Legislation	**Ocean Shores, WA**	Ordinance No. 916	5,569	2012	5	6	5	20	5	12	4	12.8	5	2	5	8	5	4	5	8	0	0	3	12	**84.8**
City Legislation	**Crystal City, MO**	Ordinance	4,855	2010	3	3.6	5	20	5	12	5	16	5	2	5	8	2	1.6	5	8	0	0	3	12	**83.2**
City Legislation	**Blue Island, IL**	Ordinance	23,706	2011	5	6	5	20	5	12	4	12.8	5	2	2	3.2	5	4	5	8	5	4	1	4	**76.0**
City Legislation	**Clayton, MO**	Bill No. 6294	15,939	2012	1	1.2	4	16	5	12	5	16	5	2	5	8	0	0	5	8	0	0	3	12	**75.2**
City Legislation	**Herculaneum, MO**	Ordinance No. 33-2010	3,468	2010	3	3.6	5	20	5	12	1	3.2	5	2	5	8	2	1.6	5	8	0	0	4	16	**74.4**
City Legislation	**Rancho Cucamonga, CA**	Ordinance No. 857	165,269	2012	1	1.2	5	20	5	12	3	9.6	0	0	5	8	3	2.4	0	0	5	4	4	16	**73.2**
City Legislation	**Berwyn, IL**	Ordinance No. 11-40	56,657	2011	3	3.6	5	20	5	12	5	16	0	0	2	3.2	3	2.4	0	0	0	0	4	16	**73.2**
City Legislation	**New Orleans, LA**	Ordinance No. 24706	343,829	2011	3	3.6	2	8	5	12	5	16	0	0	2	3.2	5	4	5	8	0	0	4	16	**70.8**
City Legislation	**Concord, NC**	Ordinance No. 12-89	79,066	2012	3	3.6	4	16	5	12	3	9.6	5	2	5	8	5	4	5	8	0	0	0	0	**63.2**
City Legislation	**Spokane, WA**	Ordinance	208,916	2011	3	3.6	5	20	5	12	2	6.4	5	2	0	0	3	2.4	5	8	0	0	2	8	**62.4**
City Legislation	**La Crosse, WI**	Ordinance No. 4627	51,320	2011	1	1.2	5	20	5	12	1	3.2	5	2	3	4.8	2	1.6	0	0	5	4	3	12	**60.8**
City Legislation	**Ojai, CA**	Complete Streets Policy	7,461	2012	1	1.2	4	16	5	12	0	0	5	2	2	3.2	3	2.4	5	8	5	4	3	12	**60.8**
City Legislation	**Hailey, ID**	Ordinance No 1116	7,960	2012	5	6	4	16	5	12	3	9.6	0	0	3	4.8	5	4	5	8	0	0	0	0	**60.4**

City Legislation	**East Lansing, MI**	Ordinance No. 1277	48,579	2012	1	1.2	4	16	5	12	4	12.8	0	0	5	8	0	0	0	0	0	0	2	8	**58.0**
City Legislation	**Lansing Township, MI**	Ordinance	8,126	2011	1	1.2	4	16	5	12	4	12.8	0	0	5	8	0	0	0	0	0	0	2	8	**58.0**
City Legislation	**DeSoto, MO**	Bill No. 45-08 (Amending Municipal Code Section 410.020)	6,400	2008	5	6	4	16	5	12	2	6.4	0	0	3	4.8	0	0	5	8	0	0	1	4	**57.2**
City Legislation	**Seattle, WA**	Ordinance No. 122386	608,660	2007	5	6	4	16	5	12	1	3.2	5	2	0	0	2	1.6	5	8	0	0	2	8	**56.8**
City Legislation	**Airway Heights, WA**	Ordinance C-720	6,114	2010	1	1.2	5	20	3	7.2	4	12.8	5	2	0	0	0	0	5	8	0	0	1	4	**55.2**
City Legislation	**Renton, WA**	Ordinance No. 5517	90,927	2009	5	6	5	20	3	7.2	4	12.8	0	0	3	4.8	5	4	0	0	0	0	0	0	**54.8**
City Legislation	**Rochester, NY**	Ordinance	210,565	2011	5	6	4	16	5	12	1	3.2	5	2	0	0	3	2.4	5	8	0	0	1	4	**53.6**
City Legislation	**Ypsilanti, MI**	Ordinance	19,435	2011	3	3.6	3	12	5	12	4	12.8	5	2	5	8	3	2.4	0	0	0	0	0	0	**52.8**
City Legislation	**Ferguson, MO**	Bill Amending Article 1 of Chapter 40 of the Municipal Code	1,677	2008	3	3.6	4	16	5	12	1	3.2	5	2	2	3.2	0	0	5	8	0	0	1	4	**52.0**
City Legislation	**St. Louis, MO**	Board Bill No. 7	319,294	2010	3	3.6	4	16	5	12	1	3.2	5	2	2	3.2	0	0	5	8	0	0	1	4	**52.0**
City Legislation	**Point Pleasant, NJ**	Ordinance	18,392	2011	3	3.6	3	12	3	7.2	4	12.8	5	2	0	0	3	2.4	0	0	0	0	3	12	**52.0**
City Legislation	**Dexter, MI**	Ordinance No. 2010-05	4,067	2010	3	3.6	4	16	3	7.2	4	12.8	0	0	0	0	5	4	5	8	0	0	0	0	**51.6**
City Legislation	**Gladstone, MI**	Ordinance No. 586	4,973	2012	3	3.6	4	16	3	7.2	4	12.8	0	0	0	0	5	4	5	8	0	0	0	0	**51.6**
City Legislation	**Houghton, MI**	Ordinance	7,708	2010	3	3.6	4	16	3	7.2	4	12.8	0	0	0	0	5	4	5	8	0	0	0	0	**51.6**
City Legislation	**Ironwood, MI**	Ordinance No. 490	5,387	2011	3	3.6	4	16	3	7.2	4	12.8	0	0	0	0	5	4	5	8	0	0	0	0	**51.6**
City Legislation	**Saline, MI**	Ordinance No. 731	8,810	2010	3	3.6	4	16	3	7.2	4	12.8	0	0	0	0	5	4	5	8	0	0	0	0	**51.6**
City Legislation	**St. Ignace, MI**	Ordinance No. 627	2,452	2011	3	3.6	4	16	3	7.2	4	12.8	0	0	0	0	5	4	5	8	0	0	0	0	**51.6**
City Legislation	**Taylor, MI**	Ordinance No.	63,131	2010	3	3.6	4	16	3	7.2	4	12.8	0	0	0	0	5	4	5	8	0	0	0	0	**51.6**
City Legislation	**North Myrtle Beach, SC**	Ordinance	13,752	2009	5	6	4	16	0	0	3	9.6	5	2	3	4.8	5	4	5	8	0	0	0	0	**50.4**
City Legislation	**Cairo, WV**	Ordinance	281	2011	1	1.2	2	8	5	12	4	12.8	0	0	5	8	0	0	0	0	0	0	2	8	**50.0**
City Legislation	**Elizabeth, WV**	Ordinance	823	2011	1	1.2	2	8	5	12	4	12.8	0	0	5	8	0	0	0	0	0	0	2	8	**50.0**
City Legislation	**Ellenboro, WV**	Ordinance	363	2011	1	1.2	2	8	5	12	4	12.8	0	0	5	8	0	0	0	0	0	0	2	8	**50.0**
City Legislation	**Buffalo, NY**	Complete Streets Policy	261,310	2008	5	6	3	12	5	12	4	12.8	0	0	0	0	3	2.4	0	0	0	0	1	4	**49.2**
City Legislation	**Cleveland, OH**	Ordinance No. 798-11	396,815	2011	1	1.2	4	16	3	7.2	4	12.8	0	0	2	3.2	5	4	0	0	0	0	1	4	**48.4**
City Legislation	**Williamston, MI**	Ordinance No. 325	3,854	2011	3	3.6	5	20	3	7.2	4	12.8	0	0	0	0	0	0	0	0	0	0	1	4	**47.6**
City Legislation	**Lathrup Village, MI**	Ordinance No. 421-11	4,075	2011	3	3.6	3	12	5	12	4	12.8	0	0	0	0	3	2.4	0	0	0	0	1	4	**46.8**
City Legislation	**Ferndale, MI**	Ordinance No. 1101	19,900	2010	1	1.2	4	16	3	7.2	5	16	5	2	0	0	0	0	0	0	0	0	1	4	**46.4**
City Legislation	**Philadelphia, PA***	Bill No. 12053201	1,526,006	2012	3	3.6	4	16	5	12	0	0	5	2	3	4.8	5	4	0	0	0	0	1	4	**46.4**
City Legislation	**Columbia, MO**	Ordinance 018097	108,500	2004	3	3.6	0	0	5	12	3	9.6	5	2	3	4.8	5	4	5	8	0	0	0	0	**44.0**
City Legislation	**Salt Lake City, UT**	Ordinance No. 4-10	186,440	2010	5	6	1	4	5	12	5	16	5	2	0	0	5	4	0	0	0	0	0	0	**44.0**
City Legislation	**Conway, SC**	Unified Development Ordinance, Article 7 – Streets and Circulation	17,103	2011	5	6	3	12	0	0	5	16	5	2	3	4.8	3	2.4	0	0	0	0	0	0	**43.2**
City Legislation	**Pittsfield Township, MI**	Ordinance No. 294	34,663	2011	3	3.6	3	12	5	12	0	0	5	2	5	8	0	0	0	0	0	0	1	4	**41.6**
City Legislation	**Jamestown, NY**	Ordinance	31,146	2012	1	1.2	1	4	3	7.2	5	16	0	0	2	3.2	3	2.4	0	0	0	0	1	4	**38.0**

City Legislation	**San Francisco, CA**	Public Works Code 2.4.13 (Ordinance No. 209-05)	805,235	2008	5	6	2	8	5	12	0	0	0	0	2	3.2	0	0	0	0	0	0	2	8	**37.2**
City Legislation	**Bremerton, WA**	Ordinance	37,729	2012	5	6	3	12	0	0	4	12.8	0	0	0	0	0	0	0	0	0	0	1	4	**34.8**
City Legislation	**Urbana, IL**	Ordinance No. 2011-11-11 amending the 2005 Comprehensive Plan	41,520	2011	1	1.2	4	16	5	12	0	0	0	0	0	0	0	0	0	0	0	0	1	4	**33.2**
City Legislation	**Mountlake Terrace, WA**	Mountlake Terrace Municipal Code 19.95.939(E)	19,909	2012	1	1.2	2	8	3	7.2	4	12.8	0	0	0	0	0	0	0	0	0	0	1	4	**33.2**
City Legislation	**Lansing, MI**	Ordinance No. 1145	114,297	2009	1	1.2	4	16	3	7.2	0	0	5	2	0	0	0	0	0	0	0	0	1	4	**30.4**
City Legislation	**Bellevue, NE**	Ordinance	50,137	2011	5	6	2	8	0	0	1	3.2	0	0	0	0	0	0	0	0	5	4	2	8	**29.2**
City Legislation	**Burien, WA**	Ordinance No. 599	33,313	2011	5	6	2	8	3	7.2	1	3.2	0	0	0	0	0	0	0	0	0	0	0	0	**24.4**
City Legislation	**Redmond, WA**	Redmond Municipal Code Chapter 12.06: Complete the Streets	54,144	2007	3	3.6	2	8	3	7.2	1	3.2	5	2	0	0	0	0	0	0	0	0	0	0	**24.0**
City Legislation	**Honolulu, HI**	Revised Charter of Honolulu Sections 6-1703, 6-1706	337,256	2006	3	3.6	1	4	5	12	0	0	0	0	0	0	0	0	0	0	0	0	1	4	**23.6**
City Legislation	**Issaquah, WA**	Issaquah Municipal Code Chapter 12.10: Complete Streets (Ordinance No. 2514)	30,434	2007	3	3.6	0	0	3	7.2	4	12.8	0	0	0	0	0	0	0	0	0	0	0	0	**23.6**
City Legislation	**Edmonds, WA**	Ordinance No. 3842	39,709	2011	5	6	2	8	0	0	1	3.2	0	0	0	0	0	0	0	0	0	0	1	4	**21.2**
City Legislation	**Toledo, OH**	Toledo Municipal Code, Chapter 901 (Ordinance 656-10)	287,208	2012	3	3.6	2	8	3	7.2	0	0	0	0	0	0	2	1.6	0	0	0	0	0	0	**20.4**
City Legislation	**Moses Lake, WA**	Ordinance 2644	20,366	2012	5	6	1	4	3	7.2	1	3.2	0	0	0	0	0	0	0	0	0	0	0	0	**20.4**
City Legislation	**San Francisco, CA**	Transit First Policy	805,235	1995	3	3.6	2	8	0	0	0	0	0	0	0	0	2	1.6	0	0	0	0	1	4	**17.2**
City Legislation	**Kirkland, WA**	Ordinance No. 4061	48,787	2006	5	6	0	0	3	7.2	1	3.2	0	0	0	0	0	0	0	0	0	0	0	0	**16.4**
City Legislation	**Sedro-Woolley, WA**	Ordinance	10,540	2010	5	6	0	0	3	7.2	1	3.2	0	0	0	0	0	0	0	0	0	0	0	0	**16.4**
City Legislation	**Columbus, OH**	Ordinance No. 1987-2008	787,033	2008	5	6	0	0	0	0	0	0	5	2	3	4.8	3	2.4	0	0	0	0	0	0	**15.2**
City Legislation	**Albert Lea, MN**	Subdivison Ordinance Section 129 (t) (Ordinance No. 124, 4d)	18,016	2009	1	1.2	1	4	0	0	0	0	5	2	3	4.8	2	1.6	0	0	0	0	0	0	**13.6**
City Resolution	**Birmingham, AL**	Resolution	212,237	2011	5	6	5	20	5	12	5	16	5	2	2	3.2	5	4	5	8	0	0	2	8	**79.2**
City Resolution	**Trenton, NJ**	Resolution No. 12-121	84,913	2012	5	6	4	16	3	7.2	5	16	5	2	2	3.2	5	4	5	8	0	0	4	16	**78.4**
City Resolution	**Bellevue, NE**	Resolution	50,137	2011	5	6	4	16	5	12	5	16	0	0	0	0	5	4	5	8	0	0	4	16	**78.0**
City Resolution	**Missoula, MT**	Resolution No. 7473, Providing for a Complete Streets Policy	66,788	2009	5	6	4	16	5	12	5	16	0	0	0	0	2	1.6	5	8	0	0	4	16	**75.6**
City Resolution	**Battle Lake, MN**	Resolution No. 06-14-2011	875	2011	3	3.6	5	20	5	12	4	12.8	5	2	0	0	5	4	5	8	0	0	3	12	**74.4**
City Resolution	**Pipestone, MN**	Resolution	4,317	2011	3	3.6	5	20	5	12	4	12.8	5	2	0	0	5	4	5	8	0	0	3	12	**74.4**
City Resolution	**St. Cloud, MN**	Resolution 2011-11-164	65,842	2011	3	3.6	5	20	5	12	4	12.8	5	2	0	0	5	4	5	8	0	0	3	12	**74.4**
City Resolution	**Lee's Summit, MO**	Resolution No. 10-17	91,364	2010	1	1.2	5	20	5	12	5	16	5	2	5	8	2	1.6	5	8	0	0	1	4	**72.8**
City Resolution	**Dobbs Ferry, NY**	Resolution No. 14-2012	10,875	2012	3	3.6	3	12	5	12	4	12.8	5	2	3	4.8	5	4	5	8	0	0	3	12	**71.2**
City Resolution	**Onalaska, WI**	Resolution No. 25-2012	17,736	2012	1	1.2	4	16	5	12	4	12.8	5	2	2	3.2	5	4	5	8	0	0	3	12	**71.2**
City Resolution	**Suisunn City, CA**	Resolution	28,111	2012	5	6	5	20	5	12	3	9.6	5	2	3	4.8	0	0	5	8	0	0	2	8	**70.4**

City Resolution	**Lemont, IL**	Resolution	16,000	2011	1	1.2	3	12	5	12	5	16	5	2	2	3.2	0	0	5	8	0	0	4	16	**70.4**
City Resolution	**Bozeman, MT**	Resolution No. 4244	37,280	2010	5	6	4	16	5	12	4	12.8	5	2	5	8	2	1.6	0	0	0	0	3	12	**70.4**
City Resolution	**Chatham Borough, NJ**	Resolution No. 12-195	8,962	2012	1	1.2	4	16	5	12	4	12.8	5	2	0	0	3	2.4	5	8	5	4	3	12	**70.4**
City Resolution	**Breckenridge, MN**	Resolution No. 12092-42/2011	3,386	2011	3	3.6	5	20	3	7.2	4	12.8	5	2	0	0	5	4	5	8	0	0	3	12	**69.6**
City Resolution	**Winter Park, FL**	Resolution No 2083-11	27,852	2011	3	3.6	4	16	5	12	4	12.8	0	0	2	3.2	2	1.6	5	8	5	4	2	8	**69.2**
City Resolution	**Byron, MN**	Resolution	4,914	2010	3	3.6	5	20	5	12	4	12.8	5	2	0	0	5	4	5	8	0	0	1	4	**66.4**
City Resolution	**Stewartville, MN**	Resolution 2010-32	5,916	2010	3	3.6	5	20	5	12	4	12.8	5	2	0	0	5	4	5	8	0	0	1	4	**66.4**
City Resolution	**Red Wing, MN**	Resolution No. 6196	16,459	2011	1	1.2	5	20	5	12	3	9.6	0	0	2	3.2	0	0	5	8	0	0	3	12	**66.0**
City Resolution	**Hoffman Estates, IL**	Resolution	51,895	2011	1	1.2	5	20	5	12	5	16	0	0	2	3.2	0	0	5	8	0	0	1	4	**64.4**
City Resolution	**Grandview, MO**	Resolution 2011-24	24,475	2011	1	1.2	4	16	5	12	5	16	0	0	2	3.2	5	4	5	8	0	0	1	4	**64.4**
City Resolution	**Pevely, MO**	Resolution	5,484	2010	1	1.2	2	8	5	12	5	16	5	2	2	3.2	2	1.6	5	8	0	0	3	12	**64.0**
City Resolution	**Kansas City, KS**	Resolution No. 22-11	145,786	2011	1	1.2	4	16	5	12	3	9.6	0	0	5	8	0	0	0	0	0	0	4	16	**62.8**
City Resolution	**Baltimore, MD**	Council Bill 09-0433	620,961	2010	5	6	3	12	5	12	4	12.8	0	0	0	0	0	0	0	0	5	4	4	16	**62.8**
City Resolution	**Blue Springs, MO**	Resolution	52,575	2011	1	1.2	4	16	5	12	5	16	0	0	2	3.2	2	1.6	5	8	0	0	1	4	**62.0**
City Resolution	**Netcong, NJ**	Resolution 2010-96	3,232	2010	1	1.2	5	20	5	12	4	12.8	5	2	0	0	0	0	0	0	0	0	3	12	**60.0**
City Resolution	**Fergus Falls, MN**	Resolution No. 141-2012	13,138	2012	3	3.6	5	20	5	12	3	9.6	5	2	0	0	5	4	5	8	0	0	0	0	**59.2**
City Resolution	**Frazee, MN**	Resolution 0813-12A	1,350	2012	3	3.6	5	20	5	12	3	9.6	5	2	0	0	5	4	5	8	0	0	0	0	**59.2**
City Resolution	**Helena, MT**	Resolution No. 19799	28,190	2010	1	1.2	4	16	5	12	0	0	5	2	2	3.2	0	0	0	0	5	4	5	20	**58.4**
City Resolution	**Forest Park, IL**	Resolution	14,167	2011	3	3.6	4	16	5	12	2	6.4	0	0	2	3.2	0	0	0	0	5	4	3	12	**57.2**
City Resolution	**Dilworth, MN**	Resolution 11-09	4,024	2011	3	3.6	5	20	5	12	1	3.2	5	2	0	0	5	4	5	8	0	0	1	4	**56.8**
City Resolution	**Lewisboro, NY**	Policy	12,411	2011	3	3.6	5	20	3	7.2	1	3.2	5	2	3	4.8	5	4	5	8	0	0	1	4	**56.8**
City Resolution	**Riverdale, IL**	Resolution	13,549	2012	1	1.2	5	20	5	12	5	16	0	0	2	3.2	0	0	0	0	0	0	1	4	**56.4**
City Resolution	**Cape May, NJ**	Resolution No. 189-08-2012	3,607	2012	3	3.6	4	16	5	12	3	9.6	0	0	0	0	3	2.4	5	8	0	0	1	4	**55.6**
City Resolution	**Sandpoint, ID**	Resolution	7,365	2010	5	6	4	16	5	12	1	3.2	5	2	2	3.2	5	4	5	8	0	0	0	0	**54.4**
City Resolution	**West Salem, WI**	Resolution No. 2.11	4,799	2011	5	6	5	20	5	12	2	6.4	5	2	0	0	5	4	0	0	0	0	1	4	**54.4**
City Resolution	**Belton, MO**	Resolution R2012-03	23,116	2012	1	1.2	2	8	5	12	5	16	0	0	2	3.2	2	1.6	5	8	0	0	1	4	**54.0**
City Resolution	**West Jefferson, NC**	Resolution	1,293	2011	1	1.2	4	16	5	12	3	9.6	0	0	2	3.2	0	0	0	0	0	0	3	12	**54.0**
City Resolution	**Frankfort, IN**	Resolution 12-07	16,422	2012	1	1.2	4	16	5	12	4	12.8	5	2	2	3.2	3	2.4	0	0	0	0	1	4	**53.6**
City Resolution	**Tulsa, OK**	Resolution	391,906	2012	3	3.6	4	16	5	12	0	0	0	0	0	0	2	1.6	5	8	0	0	3	12	**53.2**
City Resolution	**Hilliard, OH**	Resolution 12-R-14	28,435	2012	5	6	4	16	5	12	0	0	5	2	3	4.8	0	0	5	8	0	0	1	4	**52.8**
City Resolution	**Red Bank, NJ**	Resolution No. 10-195	12,206	2010	3	3.6	3	12	5	12	4	12.8	5	2	2	3.2	3	2.4	0	0	0	0	1	4	**52.0**
City Resolution	**Atlantic City, NJ**	Resolution No. 917	39,558	2012	3	3.6	3	12	3	7.2	4	12.8	0	0	0	0	5	4	5	8	0	0	1	4	**51.6**
City Resolution	**Califon, NJ**	Resolution	1,076	2012	1	1.2	4	16	3	7.2	4	12.8	0	0	0	0	3	2.4	0	0	0	0	3	12	**51.6**
City Resolution	**Franklin, PA**	Resolution No. 18 of 2010	6,545	2010	3	3.6	5	20	3	7.2	1	3.2	5	2	2	3.2	5	4	5	8	0	0	0	0	**51.2**
City Resolution	**Leawood, KS**	Resolution No. 3592	31,867	2011	3	3.6	3	12	5	12	0	0	0	0	2	3.2	0	0	5	8	0	0	3	12	**50.8**
City Resolution	**Lawton, OK**	Resolution	96,867	2011	3	3.6	4	16	3	7.2	5	16	0	0	0	0	0	0	0	0	0	0	2	8	**50.8**
City Resolution	**McCall, ID**	Resolution 11-20	2,991	2011	3	3.6	4	16	5	12	1	3.2	5	2	2	3.2	3	2.4	5	8	0	0	0	0	**50.4**

City Resolution	**Lacey, NJ**	Resolution No. 2012-223	27,644	2012	5	6	2	8	3	7.2	4	12.8	0	0	0	0	5	4	5	8	0	0	1	4	**50.0**
City Resolution	**New Rochelle, NY**	Resolution	77,062	2012	1	1.2	4	16	5	12	3	9.6	0	0	0	0	3	2.4	0	0	0	0	2	8	**49.2**
City Resolution	**Cocoa, FL**	Resolution No. 2011-060	17,140	2011	5	6	4	16	5	12	0	0	5	2	2	3.2	2	1.6	5	8	0	0	0	0	**48.8**
City Resolution	**Fair Haven, NJ**	Resolution No. 2012-140	6,121	2012	3	3.6	3	12	5	12	4	12.8	5	2	0	0	3	2.4	0	0	0	0	1	4	**48.8**
City Resolution	**Mesilla, NM**	Resolution 2008-25	2,196	2008	1	1.2	3	12	5	12	2	6.4	0	0	2	3.2	2	1.6	5	8	0	0	1	4	**48.4**
City Resolution	**Orange City, FL**	Resolution 643-11	10,599	2011	3	3.6	4	16	5	12	1	3.2	0	0	2	3.2	2	1.6	5	8	0	0	0	0	**47.6**
City Resolution	**Middle Township, NJ**	Resolution 509-12	18,911	2012	5	6	5	20	5	12	1	3.2	0	0	0	0	3	2.4	0	0	0	0	1	4	**47.6**
City Resolution	**Overland Park, KS**	Resolution No. 3919	173,372	2012	1	1.2	4	16	3	7.2	1	3.2	0	0	5	8	0	0	5	8	0	0	1	4	**47.6**
City Resolution	**Titusville, FL**	Resolution No. 15-2011	43,761	2011	5	6	4	16	5	12	0	0	0	0	2	3.2	2	1.6	5	8	0	0	0	0	**46.8**
City Resolution	**Columbus, MS**	Resolution	23,640	2010	5	6	4	16	5	12	1	3.2	0	0	0	0	2	1.6	5	8	0	0	0	0	**46.8**
City Resolution	**Hernando, MS**	Resolution	14,090	2010	5	6	4	16	5	12	1	3.2	0	0	0	0	2	1.6	5	8	0	0	0	0	**46.8**
City Resolution	**Pascagoula, MS**	Resolution	22,392	2010	5	6	4	16	5	12	1	3.2	0	0	0	0	2	1.6	5	8	0	0	0	0	**46.8**
City Resolution	**Tupelo, MS**	Resolution	34,546	2010	5	6	4	16	5	12	1	3.2	0	0	0	0	2	1.6	5	8	0	0	0	0	**46.8**
City Resolution	**New Haven, CT**	Complete Streets Order	129,585	2008	1	1.2	4	16	5	12	0	0	0	0	0	0	2	1.6	0	0	0	0	4	16	**46.8**
City Resolution	**Collinsville, OK**	Resolution	5,606	2012	3	3.6	4	16	2	4.8	0	0	0	0	0	0	3	2.4	5	8	0	0	3	12	**46.8**
City Resolution	**Sand Springs, OK**	Resolution	18,906	2012	3	3.6	4	16	2	4.8	0	0	0	0	0	0	3	2.4	5	8	0	0	3	12	**46.8**
City Resolution	**Cape Canaveral, FL**	Resolution No. 2011-09	9,912	2011	3	3.6	4	16	5	12	0	0	5	2	2	3.2	2	1.6	5	8	0	0	0	0	**46.4**
City Resolution	**Milford Township, MI**	Resolution	9,561	2011	3	3.6	5	20	5	12	1	3.2	0	0	3	4.8	3	2.4	0	0	0	0	0	0	**46.0**
City Resolution	**Freehold Burough, NJ**	Resolution	12,052	2012	1	1.2	5	20	5	12	4	12.8	0	0	0	0	0	0	0	0	0	0	0	0	**46.0**
City Resolution	**Newark, NJ**	Resolution	277,140	2012	1	1.2	4	16	3	7.2	4	12.8	5	2	0	0	3	2.4	0	0	0	0	1	4	**45.6**
City Resolution	**Ocean City, NJ**	Resolution	11,701	2011	3	3.6	3	12	0	0	4	12.8	5	2	0	0	3	2.4	0	0	0	0	3	12	**44.8**
City Resolution	**Rockledge, FL**	Resolution	24,926	2011	3	3.6	4	16	5	12	0	0	0	0	2	3.2	2	1.6	5	8	0	0	0	0	**44.4**
City Resolution	**New Hope, MN**	Resolution	20,339	2011	1	1.2	5	20	5	12	0	0	5	2	0	0	0	0	5	8	0	0	0	0	**43.2**
City Resolution	**Mercer County, NJ**	Resolution	366,513	2012	3	3.6	3	12	5	12	4	12.8	0	0	0	0	3	2.4	0	0	0	0	0	0	**42.8**
City Resolution	**Elsberry, MO**	Resolution 2010-002	1,934	2010	1	1.2	5	20	3	7.2	0	0	5	2	0	0	5	4	5	8	0	0	0	0	**42.4**
City Resolution	**Orange Beach, AL**	Resolution No. 10-097	5,441	2010	1	1.2	4	16	5	12	1	3.2	0	0	0	0	2	1.6	5	8	0	0	0	0	**42.0**
City Resolution	**Johnsburg, NY**	Resolution No. 124	2,370	2012	5	6	4	16	5	12	1	3.2	5	2	0	0	3	2.4	0	0	0	0	0	0	**41.6**
City Resolution	**Lake Luzerne, NY**	Resolution No. 48 of 2012	1,227	2012	5	6	4	16	5	12	1	3.2	5	2	0	0	3	2.4	0	0	0	0	0	0	**41.6**
City Resolution	**Allen Park, MI**	Resolution 10-1214-294	28,210	2010	3	3.6	5	20	5	12	1	3.2	0	0	0	0	3	2.4	0	0	0	0	0	0	**41.2**
City Resolution	**Atlas Township, MI**	Resolution No. 11-02	7,993	2011	3	3.6	5	20	5	12	1	3.2	0	0	0	0	3	2.4	0	0	0	0	0	0	**41.2**
City Resolution	**Gibraltar, MI**	Resolution No. 011-001	4,656	2011	3	3.6	5	20	5	12	1	3.2	0	0	0	0	3	2.4	0	0	0	0	0	0	**41.2**
City Resolution	**Independence, MO**	Resolution 5672	116,830	2011	1	1.2	4	16	3	7.2	0	0	0	0	2	3.2	2	1.6	5	8	0	0	1	4	**41.2**
City Resolution	**Bethlehem, NY**	Resolution No. 30	33,656	2009	3	3.6	1	4	3	7.2	4	12.8	0	0	2	3.2	3	2.4	5	8	0	0	0	0	**41.2**
City Resolution	**Camden, SC**	Resolution	6,838	2011	5	6	2	8	5	12	0	0	0	0	2	3.2	0	0	5	8	0	0	1	4	**41.2**
City Resolution	**Greenville, SC**	Resolution 2008-49	58,409	2008	3	3.6	3	12	5	12	0	0	0	0	0	0	2	1.6	5	8	0	0	1	4	**41.2**
City Resolution	**Midfield, AL**	Resolution No 2012-2	5,365	2012	1	1.2	4	16	5	12	0	0	5	2	0	0	2	1.6	5	8	0	0	0	0	**40.8**
City Resolution	**Lambertville, NJ**	Resolution 91-2012	3,906	2012	3	3.6	3	12	3	7.2	3	9.6	5	2	0	0	3	2.4	0	0	0	0	1	4	**40.8**

City Resolution	**Mantua Township, NJ**	Resolution R-167-2012	15,217	2012	5	6	3	12	3	7.2	4	12.8	0	0	0	0	3	2.4	0	0	0	0	0	0	**40.4**
City Resolution	**Kingston, NY**	Resolution	23,893	2010	1	1.2	4	16	3	7.2	0	0	0	0	0	0	0	0	0	0	0	0	4	16	**40.4**
City Resolution	**Grantsville, WV**	Resolution Providing for Complete Streets	561	2011	1	1.2	2	8	5	12	1	3.2	0	0	5	8	0	0	0	0	0	0	2	8	**40.4**
City Resolution	**Angelica, NY**	Resolution	869	2012	5	6	4	16	5	12	1	3.2	0	0	0	0	3	2.4	0	0	0	0	0	0	**39.6**
City Resolution	**Brookhaven, NY**	Resolution 2010-993	3,451	2010	3	3.6	4	16	5	12	0	0	0	0	0	0	0	0	5	8	0	0	0	0	**39.6**
City Resolution	**Cuba, NY**	Complete Streets Policy	1,575	2010	5	6	4	16	5	12	1	3.2	0	0	0	0	3	2.4	0	0	0	0	0	0	**39.6**
City Resolution	**Gowanda, NY**	Complete Streets Policy	2,709	2010	5	6	4	16	5	12	1	3.2	0	0	0	0	3	2.4	0	0	0	0	0	0	**39.6**
City Resolution	**Islip, NY**	Resolution	18,689	2010	5	6	5	20	5	12	0	0	0	0	0	0	2	1.6	0	0	0	0	0	0	**39.6**
City Resolution	**Charlottesville, VA**	Resolution	43,475	2010	5	6	5	20	5	12	0	0	0	0	0	0	2	1.6	0	0	0	0	0	0	**39.6**
City Resolution	**Lake George, NY**	Resolution No. 208	906	2012	1	1.2	4	16	5	12	0	0	0	0	0	0	3	2.4	5	8	0	0	0	0	**39.6**
City Resolution	**Malone, NY**	Resolution No. 73-2012	14,545	2012	1	1.2	2	8	0	0	4	12.8	0	0	2	3.2	3	2.4	5	8	0	0	1	4	**39.6**
City Resolution	**Town of Fort Edward, NY**	Resolution No. 26 of 2012	6,371	2012	1	1.2	4	16	5	12	0	0	0	0	0	0	3	2.4	5	8	0	0	0	0	**39.6**
City Resolution	**Village of Fort Edward, NY**	Resolution No. 45	3,375	2012	1	1.2	4	16	5	12	0	0	0	0	0	0	3	2.4	5	8	0	0	0	0	**39.6**
City Resolution	**Greenwood, MS**	Resolution	16,087	2012	5	6	2	8	5	12	1	3.2	5	2	0	0	0	0	5	8	0	0	0	0	**39.2**
City Resolution	**Emerson, NJ**	Resolution	7,401	2010	1	1.2	4	16	5	12	3	9.6	0	0	0	0	0	0	0	0	0	0	0	0	**38.8**
City Resolution	**East Hampton, NY**	Resolution	1,083	2011	5	6	1	4	5	12	0	0	0	0	0	0	0	0	0	0	0	0	4	16	**38.0**
City Resolution	**Princeton Borough, NJ**	Resolution	12,307	2012	1	1.2	4	16	3	7.2	4	12.8	0	0	0	0	0	0	0	0	0	0	0	0	**37.2**
City Resolution	**Anderson, SC**	Resolution to Endorse and Support a Complete Streets Policy	26,686	2009	3	3.6	2	8	5	12	0	0	0	0	0	0	2	1.6	5	8	0	0	1	4	**37.2**
City Resolution	**Independence, MN**	Resolution No. 10-0413-03	3,504	2010	1	1.2	5	20	3	7.2	0	0	0	0	2	3.2	2	1.6	0	0	0	0	1	4	**37.2**
City Resolution	**Homewood, AL**	Resolution No. 12-51	25,167	2012	1	1.2	3	12	5	12	0	0	5	2	0	0	2	1.6	5	8	0	0	0	0	**36.8**
City Resolution	**Pleasant Grove, AL**	Resolution 80612G	10,110	2011	1	1.2	3	12	5	12	0	0	5	2	0	0	2	1.6	5	8	0	0	0	0	**36.8**
City Resolution	**Sylvan Springs, AL**	Resolution No. 11-111	1,542	2012	1	1.2	3	12	5	12	0	0	5	2	0	0	2	1.6	5	8	0	0	0	0	**36.8**
City Resolution	**Fort Myers, FL**	Resolution	62,298	2011	1	1.2	2	8	5	12	0	0	0	0	2	3.2	0	0	5	8	0	0	1	4	**36.4**
City Resolution	**Linwood, NJ**	Resolution No. 42	7,092	2011	5	6	2	8	3	7.2	4	12.8	0	0	0	0	3	2.4	0	0	0	0	0	0	**36.4**
City Resolution	**Elizabethtown, NY**	Resolution	754	2010	1	1.2	4	16	5	12	0	0	0	0	2	3.2	0	0	0	0	0	0	1	4	**36.4**
City Resolution	**Tampa, FL**	Resolution No. 2814	335,709	2012	1	1.2	4	16	5	12	1	3.2	0	0	2	3.2	0	0	0	0	0	0	0	0	**35.6**
City Resolution	**Cascade, IA**	City of Cascade Policy Statement	2,159	2006	5	6	1	4	3	7.2	5	16	0	0	0	0	3	2.4	0	0	0	0	0	0	**35.6**
City Resolution	**Pleasantville, NJ**	Resolution	20,249	2011	1	1.2	2	8	3	7.2	4	12.8	0	0	0	0	3	2.4	0	0	0	0	1	4	**35.6**
City Resolution	**Bloomfield, NJ**	2011 Resolution - Establishing a Complete Streets Policy	47,315	2011	1	1.2	3	12	3	7.2	4	12.8	5	2	0	0	0	0	0	0	0	0	0	0	**35.2**
City Resolution	**Lawrence, NJ**	Resolution No. 336-10	33,472	2010	3	3.6	4	16	3	7.2	2	6.4	5	2	0	0	0	0	0	0	0	0	0	0	**35.2**
City Resolution	**West Windsor, NJ**	Resolution 2010-R175	27,165	2010	3	3.6	4	16	3	7.2	2	6.4	5	2	0	0	0	0	0	0	0	0	0	0	**35.2**
City Resolution	**Knoxville, TN**	Resolution No. 287-09	178,874	2009	1	1.2	4	16	5	12	0	0	0	0	0	0	2	1.6	0	0	0	0	1	4	**34.8**
City Resolution	**Golden, CO**	Resolution No. 2059	18,867	2010	5	6	4	16	5	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**34.0**
City Resolution	**Jackson, MI**	Resolution	33,534	2006	3	3.6	4	16	5	12	0	0	0	0	0	0	3	2.4	0	0	0	0	0	0	**34.0**

City Resolution	**Hoboken, NJ**	Resolution	50,005	2010	3	3.6	5	20	3	7.2	1	3.2	0	0	0	0	0	0	0	0	0	0	0	0	**34.0**
City Resolution	**Tom's River, NJ**	Resolution	91,239	2012	1	1.2	4	16	3	7.2	3	9.6	0	0	0	0	0	0	0	0	0	0	0	0	**34.0**
City Resolution	**Clarkston, GA**	Resolution	7,554	2011	1	1.2	5	20	5	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**33.2**
City Resolution	**Maplewood, NJ**	Resolution 51-12	23,867	2012	1	1.2	3	12	3	7.2	4	12.8	0	0	0	0	0	0	0	0	0	0	0	0	**33.2**
City Resolution	**Everett, WA**	Resolution	103,019	2008	1	1.2	5	20	5	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**33.2**
City Resolution	**Bessemer, AL**	Resolution	27,456	2012	1	1.2	2	8	5	12	0	0	5	2	0	0	2	1.6	5	8	0	0	0	0	**32.8**
City Resolution	**St. Paul, MN**	Resolution No. 09-213	285,068	2009	1	1.2	5	20	3	7.2	0	0	0	0	0	0	0	0	0	0	0	0	1	4	**32.4**
City Resolution	**Lewis, NY**	Resolution	854	2011	1	1.2	3	12	5	12	0	0	0	0	2	3.2	0	0	0	0	0	0	1	4	**32.4**
City Resolution	**Newport, RI**	Resolution No. 2010-130	24,672	2010	1	1.2	4	16	3	7.2	0	0	0	0	0	0	0	0	5	8	0	0	0	0	**32.4**
City Resolution	**Chickasaw, AL**	Complete Streets Resolution	6,106	2009	3	3.6	4	16	5	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**31.6**
City Resolution	**Dubuque, IA**	Resolution No. 124-11	57,637	2011	3	3.6	4	16	0	0	3	9.6	0	0	0	0	3	2.4	0	0	0	0	0	0	**31.6**
City Resolution	**Prattville, AL**	Resolution	33,960	2010	1	1.2	4	16	5	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**29.2**
City Resolution	**Traverse City, MI**	Resolution	14,674	2011	1	1.2	4	16	5	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**29.2**
City Resolution	**Senatobia, MS**	Resolution		2012	5	6	2	8	5	12	1	3.2	0	0	0	0	0	0	0	0	0	0	0	0	**29.2**
City Resolution	**Raritan, NJ**	Resolution	6,881	2011	1	1.2	2	8	3	7.2	4	12.8	0	0	0	0	0	0	0	0	0	0	0	0	**29.2**
City Resolution	**Ilion, NY**	Resolution	8,053	2011	1	1.2	4	16	5	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**29.2**
City Resolution	**Columbus, OH**	Resolution	787,033	2008	1	1.2	4	16	5	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**29.2**
City Resolution	**Edmond, OK**	Resolution No. 11-10	81,405	2010	1	1.2	4	16	5	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**29.2**
City Resolution	**Austin, TX**	Resolution No. 020418-40	790,390	2002	5	6	0	0	3	7.2	5	16	0	0	0	0	0	0	0	0	0	0	0	0	**29.2**
City Resolution	**Morgantown, WV**	Resolution	29,660	2007	1	1.2	2	8	5	12	0	0	0	0	0	0	0	0	5	8	0	0	0	0	**29.2**
City Resolution	**Mobile, AL**	Resolution	195,111	2011	1	1.2	5	20	3	7.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**28.4**
City Resolution	**Macon, GA**	Resolution	91,351	2012	1	1.2	5	20	3	7.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**28.4**
City Resolution	**Duluth, MN**	Resolution No. 10-0218	86,265	2010	1	1.2	4	16	0	0	0	0	0	0	2	3.2	0	0	0	0	0	0	2	8	**28.4**
City Resolution	**Keene, NH**	R-2011-28	23,409	2011	1	1.2	5	20	0	0	0	0	0	0	2	3.2	0	0	0	0	0	0	1	4	**28.4**
City Resolution	**Newport, OR**	Resolution No. 3508	9,989	2010	1	1.2	5	20	0	0	0	0	0	0	2	3.2	0	0	0	0	0	0	1	4	**28.4**
City Resolution	**Montclair, NJ**	Resolution No. 233-09	37,669	2009	3	3.6	3	12	3	7.2	1	3.2	5	2	0	0	0	0	0	0	0	0	0	0	**28.0**
City Resolution	**Iowa City, IA**	Resolution Adopting a Complete Streets Policy for the City of Iowa City, IA and Repealing Resolution No. 07-109	67,862	2007	5	6	2	8	3	7.2	2	6.4	0	0	0	0	0	0	0	0	0	0	0	0	**27.6**
City Resolution	**Guthrie, OK**	Resolution 2011-02	10,191	2011	3	3.6	3	12	5	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**27.6**
City Resolution	**Columbia, SC**	Resolution No. R2010-054	129,272	2010	3	3.6	2	8	5	12	0	0	0	0	0	0	0	0	0	0	0	0	1	4	**27.6**
City Resolution	**Greenville, SC**	Resolution 2008-49	58,409	2008	3	3.6	2	8	5	12	0	0	0	0	0	0	0	0	0	0	0	0	1	4	**27.6**
City Resolution	**Greenwood, SC**	Resolution	23,222	2012	3	3.6	2	8	5	12	0	0	0	0	0	0	0	0	0	0	0	0	1	4	**27.6**
City Resolution	**Newark, OH**	Resolution 11-3A	47,573	2011	1	1.2	0	0	5	12	4	12.8	0	0	0	0	0	0	0	0	0	0	0	0	**26.0**
City Resolution	**Vineland, NJ**	Resolution	60,724	2011	1	1.2	2	8	0	0	0	0	5	2	0	0	3	2.4	0	0	0	0	3	12	**25.6**
City Resolution	**Portland, ME**	Resolution	66,194	2011	1	1.2	5	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	**25.2**

City Resolution	**Kingsport, TN**	Resolution	48,205	2011	1	1.2	3	12	5	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**25.2**
City Resolution	**Westerville, OH**	Resolution No. 2012-12	36,120	2012	1	1.2	5	20	0	0	0	0	5	2	0	0	2	1.6	0	0	0	0	0	0	**24.8**
City Resolution	**Miami, FL**	Resolution No. 09-00274	399,457	2009	1	1.2	4	16	0	0	0	0	0	0	2	3.2	0	0	0	0	0	0	1	4	**24.4**
City Resolution	**Topeka, KS**	Resolution	127,473	2009	1	1.2	4	16	3	7.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**24.4**
City Resolution	**Madison, WI**	Resolution No. 09-997	233,209	2009	1	1.2	4	16	3	7.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**24.4**
City Resolution	**Daphne, AL**	Resolution No. 2009-111	21,570	2009	3	3.6	2	8	5	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**23.6**
City Resolution	**Fairhope, AL**	Resolution No. 1570-09	15,326	2009	3	3.6	2	8	5	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**23.6**
City Resolution	**Harvey Cedars, NJ**	Resolution	337	2011	1	1.2	2	8	3	7.2	2	6.4	0	0	0	0	0	0	0	0	0	0	0	0	**22.8**
City Resolution	**Sault Ste. Marie, MI**	Resolution	14,144	2010	1	1.2	4	16	0	0	0	0	5	2	2	3.2	0	0	0	0	0	0	0	0	**22.4**
City Resolution	**Novato, CA**	Resolution	51,904	2007	1	1.2	2	8	5	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**21.2**
City Resolution	**Allegan, MI**	Resolution 10.42	4,998	2010	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	**21.2**
City Resolution	**Berkley, MI**	Resolution 48-10	14,970	2010	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	**21.2**
City Resolution	**Berrien Springs, MI**	Resolution	1,800	2011	1	1.2	5	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**21.2**
City Resolution	**Birmingham, MI**	Resolution	20,103	2011	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	**21.2**
City Resolution	**Manistique, MI**	Resolution	3,097	2010	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	**21.2**
City Resolution	**Novi, MI**	Resolution	55,224	2010	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	**21.2**
City Resolution	**Owosso, MI**	Resolution	15,194	2011	1	1.2	5	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**21.2**
City Resolution	**Wayland, MI**	Resolution No. 2011-10	4,079	2011	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	**21.2**
City Resolution	**Pawtucket, RI**	Resolution	71,148	2011	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	**21.2**
City Resolution	**Providence, RI**	Resolution	178,042	2012	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	**21.2**
City Resolution	**Spokane, WA**	Resolution No. 2010-0018	208,916	2010	1	1.2	2	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	12	**21.2**
City Resolution	**Belmont, WV**	Resolution Providing for Complete Streets	903	2011	1	1.2	3	12	0	0	0	0	0	0	5	8	0	0	0	0	0	0	0	0	**21.2**
City Resolution	**Fairfax, CA**	Resolution No. 2527	7,441	2008	1	1.2	3	12	3	7.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**20.4**
City Resolution	**Ross, CA**	Resolution No. 1718	2,415	2010	1	1.2	3	12	3	7.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**20.4**
City Resolution	**San Anselmo, CA**	Bicycle Master Plan Appendix B: Complete Streets Resolution	12,336	2008	1	1.2	3	12	3	7.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**20.4**
City Resolution	**Holland, MI**	Resolution	33,051	2011	1	1.2	4	16	0	0	0	0	0	0	2	3.2	0	0	0	0	0	0	0	0	**20.4**
City Resolution	**Jersey City, NJ**	Resolution No. 11-317	247,597	2011	1	1.2	3	12	3	7.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**20.4**
City Resolution	**Ninety-Six, SC**	Resolution	1,998	2012	1	1.2	2	8	0	0	0	0	0	0	2	3.2	0	0	5	8	0	0	0	0	**20.4**
City Resolution	**Hopatcong, NJ**	Resolution 2012-151	15,147	2012	3	3.6	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**19.6**
City Resolution	**Frenchtown, NJ**	Resolution 2011-36	1,373	2011	1	1.2	2	8	3	7.2	1	3.2	0	0	0	0	0	0	0	0	0	0	0	0	**19.6**
City Resolution	**Maywood, NJ**	Resolution	9,555	2011	1	1.2	2	8	3	7.2	1	3.2	0	0	0	0	0	0	0	0	0	0	0	0	**19.6**
City Resolution	**North Wildwood, NJ**	Resolution	4,041	2012	1	1.2	2	8	3	7.2	1	3.2	0	0	0	0	0	0	0	0	0	0	0	0	**19.6**
City Resolution	**Flint, MI**	Resolution No. __	102,434	2009	1	1.2	4	16	0	0	0	0	5	2	0	0	0	0	0	0	0	0	0	0	**19.2**
City Resolution	**Hopewell, NJ**	Resolution No. 2012-38	1,922	2012	1	1.2	4	16	0	0	0	0	5	2	0	0	0	0	0	0	0	0	0	0	**19.2**
City Resolution	**Acme Township, MI**	Resolution	4,375	2011	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**17.2**
City Resolution	**Burt Township, MI**	Resolution	522	2011	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**17.2**

City Resolution	**Escanaba, MI**	Resolution	12,616	2011	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**17.2**
City Resolution	**Fremont, MI**	Resolution R-11-08	4,081	2011	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**17.2**
City Resolution	**Hamburg Township, MI**	Resolution	21,165	2011	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**17.2**
City Resolution	**Hamtramck, MI**	Resolution 2010-120	22,423	2010	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**17.2**
City Resolution	**Kinross Township, MI**	Resolution 2011-11	7,561	2011	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**17.2**
City Resolution	**Lake Isabella, MI**	Resolution	1,681	2011	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**17.2**
City Resolution	**Linden, MI**	Resolution	3,991	2010	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**17.2**
City Resolution	**Ludington, MI**	Resolution	8,076	2011	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**17.2**
City Resolution	**Mackinaw City, MI**	Resolution	806	2010	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**17.2**
City Resolution	**Marquette Township, MI**	Resolution	603	2011	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**17.2**
City Resolution	**Munising, MI**	Resolution	2,355	2011	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**17.2**
City Resolution	**Newberry, MI**	Resolution	1,519	2011	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**17.2**
City Resolution	**Otsego, MI**	Resolution No. 2011-18	3,956	2011	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**17.2**
City Resolution	**Oxford, MI**	Resolution	3,436	2011	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**17.2**
City Resolution	**Pellston, MI**	Resolution	822	2011	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**17.2**
City Resolution	**Pere Marquette, MI**	Resolution	2,366	2011	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**17.2**
City Resolution	**Sterling Heights, MI**	Resolution	129,699	2012	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**17.2**
City Resolution	**Union Charter Township, MI**	Resolution	12,927	2011	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**17.2**
City Resolution	**Warren, MI**	Resolution	134,056	2012	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**17.2**
City Resolution	**Woodhaven, MI**	Resolution	12,875	2011	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**17.2**
City Resolution	**Middletown, RI**	Resolution	16,150	2011	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**17.2**
City Resolution	**North Smithfield, RI**	Resolution	11,967	2012	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**17.2**
City Resolution	**Portsmouth, RI**	Resolution No. 2011-04-11A	17,389	2011	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**17.2**
City Resolution	**South Kingstown, RI**	Resolution	30,639	2011	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**17.2**
City Resolution	**Woonsocket, RI**	Resolution	41,186	2011	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**17.2**
City Resolution	**Glen Ridge, NJ**	Resolution No. 132-12	7,527	2012	1	1.2	1	4	3	7.2	1	3.2	0	0	0	0	0	0	0	0	0	0	0	0	**15.6**
City Resolution	**Hackensack, NJ**	Resolution No. 226-12	43,010	2012	1	1.2	1	4	3	7.2	1	3.2	0	0	0	0	0	0	0	0	0	0	0	0	**15.6**
City Resolution	**Ridgewood, NJ**	Resolution	24,958	2011	1	1.2	2	8	0	0	2	6.4	0	0	0	0	0	0	0	0	0	0	0	0	**15.6**
City Resolution	**Anniston, AL**	Resolution No. 12-R-181	23,106	2012	3	3.6	0	0	2	4.8	0	0	5	2	3	4.8	0	0	0	0	0	0	0	0	**15.2**
City Resolution	**Chapel Hill, NC**	Resolution	57,233	2011	5	6	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	**14.0**
City Resolution	**Roeland Park, KS**	Resolution No. 611	6,731	2011	1	1.2	2	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	**13.2**
City Resolution	**Oxford, MS**	Resolution	18,916	2011	5	6	1	4	0	0	1	3.2	0	0	0	0	0	0	0	0	0	0	0	0	**13.2**
City Resolution	**Hackettstown, NJ**	Resolution	9,724	2012	5	6	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**10.0**
City Resolution	**Grand Rapids, MI**	Resolution	188,040	2011	1	1.2	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	**9.2**
City Resolution	**Spartanburg, SC**	Resolution	37,013	2006	1	1.2	0	0	2	4.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**6.0**
City Resolution	**Manitowoc, WI**	Resolution NO. 084	33,736	2012	3	3.6	0	0	0	0	0	0	5	2	0	0	0	0	0	0	0	0	0	0	**5.6**
City Tax Ordinance	**Seattle, WA**	Bridging the Gap	608,660	2006	5	6	4	16	5	12	1	3.2	5	2	0	0	2	1.6	5	8	0	0	2	8	**56.8**

City Executive Order	**Nashville, TN**	Executive Order No. 40	601,222	2010	3	3.6	4	16	5	12	2	6.4	0	0	0	0	0	0	5	8	0	0	1	4	**50.0**
City Executive Order	**Salt Lake City, UT**	Executive Order on Complete Streets	186,440	2007	5	6	1	4	3	7.2	5	16	0	0	0	0	3	2.4	0	0	0	0	0	0	**35.6**
City Executive Order	**Philadelphia, PA**	Executive Order No. 5-09	1,526,006	2009	3	3.6	4	16	5	12	0	0	0	0	0	0	2	1.6	0	0	0	0	0	0	**33.2**
City Internal Policy	**Washington, DC DOT**	Departmental Order 06-2010 (DDOT Complete Streets Policy)	601,723	2010	5	6	5	20	5	12	4	12.8	5	2	0	0	2	1.6	5	8	0	0	1	4	**66.4**
City Internal Policy	**New Brunswick, NJ**	Complete Streets Policy	55,181	2012	1	1.2	3	12	5	12	4	12.8	5	2	2	3.2	3	2.4	0	0	0	0	3	12	**57.6**
City Internal Policy	**Denver, CO**	Complete Streets Policy	600,158	2011	1	1.2	5	20	5	12	1	3.2	0	0	0	0	5	4	5	8	0	0	1	4	**52.4**
City Internal Policy	**Chicago, IL**	Safe Streets for Chicago	5,194,675	2006	5	6	5	20	5	12	0	0	0	0	0	0	2	1.6	0	0	0	0	0	0	**39.6**
City Internal Policy	**Cook County, IL**	Complete Streets Policy	5,194,675	2009	3	3.6	4	16	5	12	0	0	0	0	0	0	0	0	0	0	0	0	2	8	**39.6**
City Internal Policy	**Midland, MI**	Complete Streets Policy	41,863	2010	3	3.6	1	4	3	7.2	0	0	0	0	0	0	2	1.6	5	8	0	0	0	0	**24.4**
City Policy Adopted by Elected Board	**Baldwin Park, CA**	Complete Streets Policy	75,390	2011	5	6	4	16	5	12	4	12.8	5	2	5	8	5	4	5	8	5	4	5	20	**92.8**
City Policy Adopted by Elected Board	**New Hope, MN**	Complete Streets Policy	20,339	2011	5	6	5	20	5	12	4	12.8	5	2	2	3.2	5	4	5	8	5	4	4	16	**88.0**
City Policy Adopted by Elected Board	**Oak Park, IL**	Complete Streets Policy	51,878	2012	5	6	4	16	5	12	5	16	5	2	0	0	5	4	5	8	5	4	3	12	**80.0**
City Policy Adopted by Elected Board	**Hermosa Beach, CA**	Living Streets Policy	19,596	2012	5	6	4	16	5	12	3	9.6	5	2	5	8	5	4	5	8	5	4	4	16	**85.6**
City Policy Adopted by Elected Board	**Huntington Park, CA**	Resolution No. 2012-18	58,114	2012	5	6	4	16	5	12	3	9.6	5	2	5	8	5	4	5	8	5	4	4	16	**85.6**
City Policy Adopted by Elected Board	**Northfield, MN**	Resolution 2012-017	20,007	2012	5	6	5	20	5	12	5	16	5	2	2	3.2	5	4	5	8	0	0	3	12	**83.2**
City Policy Adopted by Elected Board	**Portland, ME**	Complete Streets Policy	66,194	2012	5	6	5	20	5	12	3	9.6	5	2	2	3.2	5	4	5	8	5	4	3	12	**80.8**
City Policy Adopted by Elected Board	**Azusa, CA**	Complete Streets Policy	43,361	2011	1	1.2	5	20	5	12	4	12.8	5	2	2	3.2	2	1.6	5	8	0	0	4	16	**76.8**
City Policy Adopted by Elected Board	**Roanoke, VA**	Complete Streets Policy	97,032	2008	5	6	4	16	5	12	4	12.8	5	2	0	0	5	4	5	8	5	4	3	12	**76.8**
City Policy Adopted by Elected Board	**Big Lake, MN**	Resolution No. 2010-74	10,060	2010	5	6	4	16	5	12	4	12.8	5	2	2	3.2	5	4	5	8	0	0	3	12	**76.0**
City Policy Adopted by Elected Board	**Highland Park, IL**	Preliminary Policy	29,763	2011	1	1.2	4	16	5	12	4	12.8	5	2	2	3.2	5	4	5	8	0	0	4	16	**75.2**

City Policy Adopted by Elected Board	**Festus, MO**	Resolution No. 3924 1/2	11,602	2010	1	1.2	5	20	5	12	2	6.4	5	2	5	8	2	1.6	5	8	0	0	4	16	**75.2**
City Policy Adopted by Elected Board	**Des Plaines, IL**	Complete Streets Policy	58,364	2011	5	6	4	16	5	12	2	6.4	5	2	5	8	5	4	0	0	5	4	4	16	**74.4**
City Policy Adopted by Elected Board	**Rochester, MN**	Complete Streets Policy	106,769	2009	3	3.6	5	20	5	12	4	12.8	5	2	0	0	5	4	5	8	0	0	3	12	**74.4**
City Policy Adopted by Elected Board	**Babylon, NY**	Complete Streets Policy	12,166	2010	5	6	5	20	5	12	2	6.4	5	2	2	3.2	3	2.4	5	8	0	0	3	12	**72.0**
City Policy Adopted by Elected Board	**North Hempstead, NY**	Complete Streets Policy Guide	226,322	2011	5	6	5	20	5	12	0	0	5	2	5	8	5	4	5	8	0	0	3	12	**72.0**
City Policy Adopted by Elected Board	**Dayton, OH**	Livable Streets Policy	141,527	2010	5	6	5	20	5	12	5	16	5	2	0	0	5	4	5	8	0	0	1	4	**72.0**
City Policy Adopted by Elected Board	**Larkspur, CA**	Complete Streets Policy	11,926	2012	5	6	5	20	5	12	5	16	5	2	2	3.2	0	0	5	8	0	0	1	4	**71.2**
City Policy Adopted by Elected Board	**Hutchinson, KS**	Complete Streets Policy	42,080	2012	1	1.2	5	20	5	12	1	3.2	5	2	5	8	0	0	5	8	0	0	4	16	**70.4**
City Policy Adopted by Elected Board	**Bloomington, MN**	Complete Streets Policy	82,893	2012	5	6	5	20	5	12	3	9.6	5	2	5	8	5	4	5	8	0	0	0	0	**69.6**
City Policy Adopted by Elected Board	**Redding, CA**	Council Policy No. 1303	89,861	2012	1	1.2	3	12	5	12	3	9.6	0	0	5	8	0	0	5	8	0	0	4	16	**66.8**
City Policy Adopted by Elected Board	**Athens-Clarke County, CA**	Complete Streets Policy	115,425	2012	5	6	5	20	5	12	3	9.6	5	2	0	0	5	4	5	8	0	0	1	4	**65.6**
City Policy Adopted by Elected Board	**Great Neck Plaza, NY**	Complete Streets Policy Guide	6,707	2012	3	3.6	5	20	5	12	0	0	5	2	2	3.2	5	4	5	8	0	0	3	12	**64.8**
City Policy Adopted by Elected Board	**Saratoga Springs, NY**	Complete Streets Policy	26,586	2012	5	6	4	16	5	12	0	0	5	2	5	8	5	4	0	0	0	0	4	16	**64.0**
City Policy Adopted by Elected Board	**Las Cruces, NM**	Resolution 09-301	97,618	2009	3	3.6	4	16	5	12	2	6.4	5	2	0	0	3	2.4	5	8	0	0	3	12	**62.4**
City Policy Adopted by Elected Board	**Grant-Valkaria, FL**	Resolution No. 07-2011	3,850	2011	3	3.6	4	16	5	12	4	12.8	5	2	2	3.2	0	0	5	8	0	0	1	4	**61.6**
City Policy Adopted by Elected Board	**Tinley Park, IL**	Complete Streets Policy	56,703	2012	3	3.6	5	20	3	7.2	0	0	5	2	5	8	5	4	5	8	5	4	1	4	**60.8**
City Policy Adopted by Elected Board	**Lawrence, KS**	Complete Streets Policy	87,643	2012	1	1.2	4	16	5	12	1	3.2	5	2	5	8	3	2.4	5	8	5	4	1	4	**60.8**
City Policy Adopted by Elected Board	**Roswell, GA**	Resolution 2009-03-10	88,346	2009	3	3.6	5	20	3	7.2	2	6.4	5	2	2	3.2	5	4	5	8	0	0	1	4	**58.4**

City Policy Adopted by Elected Board	**La Crosse County, WI**	Resolution No. 11-4/11	114,638	2011	1	1.2	5	20	5	12	1	3.2	0	0	2	3.2	2	1.6	5	8	0	0	2	8	**57.2**
City Policy Adopted by Elected Board	**Rockville, MD**	Complete Streets Policy	61,209	2009	5	6	4	16	3	7.2	3	9.6	5	2	0	0	5	4	5	8	0	0	1	4	**56.8**
City Policy Adopted by Elected Board	**Falcon Heights, MN**	Complete Streets Policy	5,321	2011	3	3.6	5	20	5	12	1	3.2	5	2	2	3.2	5	4	5	8	0	0	0	0	**56.0**
City Policy Adopted by Elected Board	**Suwanee, GA**	Ordinance No. 2009-005	15,355	2009	5	6	5	20	5	12	1	3.2	5	2	0	0	5	4	5	8	0	0	0	0	**55.2**
City Policy Adopted by Elected Board	**Ishpeming, MI**	Resolution 2011-01	6,470	2011	3	3.6	4	16	5	12	4	12.8	0	0	0	0	3	2.4	5	8	0	0	0	0	**54.8**
City Policy Adopted by Elected Board	**Morristown, NJ**	Complete Streets Policy	18,411	2012	3	3.6	3	12	5	12	4	12.8	5	2	3	4.8	3	2.4	0	0	0	0	1	4	**53.6**
City Policy Adopted by Elected Board	**Dunwoody, GA**	Complete Streets Policy	46,267	2011	3	3.6	5	20	2	4.8	1	3.2	5	2	2	3.2	5	4	5	8	0	0	1	4	**52.8**
City Policy Adopted by Elected Board	**Vacaville, CA**	Complete Streets Policy	92,428	2012	1	1.2	4	16	5	12	2	6.4		0	3	4.8	0	0	5	8	5	4	0	0	**52.4**
City Policy Adopted by Elected Board	**Billings, MT**	Resolution	104,170	2011	1	1.2	4	16	5	12	0	0	0	0	2	3.2	0	0	5	8	0	0	3	12	**52.4**
City Policy Adopted by Elected Board	**Independence, MN**	Complete Streets Policy	3,504	2011	3	3.6	2	8	5	12	1	3.2	5	2	2	3.2	5	4	5	8	0	0	2	8	**52.0**
City Policy Adopted by Elected Board	**Coeur d'Alene, ID**	Resolution 09-021	44,137	2009	3	3.6	5	20	3	7.2	1	3.2	5	2	2	3.2	5	4	5	8	0	0	0	0	**51.2**
City Policy Adopted by Elected Board	**Asheville, NC**	Complete Streets Policy	83,393	2012	5	6	3	12	5	12	3	9.6	0	0	3	4.8	0	0	0	0	0	0	1	4	**48.4**
City Policy Adopted by Elected Board	**Austin, MN**	Complete Streets Policy	24,718	2012	3	3.6	5	20	5	12	0	0	5	2	0	0	2	1.6	5	8	0	0	0	0	**47.2**
City Policy Adopted by Elected Board	**Auburndale, FL**	Complete Streets Policy	13,507	2012	1	1.2	5	20	5	12	0	0	5	2	0	0	3	2.4	5	8		0	0	0	**45.6**
City Policy Adopted by Elected Board	**Bartow, FL**	Complete Streets Policy	17,298	2012	1	1.2	5	20	5	12	0	0	5	2	0	0	3	2.4	5	8		0	0	0	**45.6**
City Policy Adopted by Elected Board	**Davenport, FL**	Complete Streets Policy	2,888	2012	1	1.2	5	20	5	12	0	0	5	2	0	0	3	2.4	5	8		0	0	0	**45.6**
City Policy Adopted by Elected Board	**Dundee, FL**	Complete Streets Policy	3,717	2012	1	1.2	5	20	5	12	0	0	5	2	0	0	3	2.4	5	8		0	0	0	**45.6**
City Policy Adopted by Elected Board	**Eagle Lake, FL**	Complete Streets Policy	2,255	2012	1	1.2	5	20	5	12	0	0	5	2	0	0	3	2.4	5	8		0	0	0	**45.6**

City Policy Adopted by Elected Board	**Fort Meade, FL**	Complete Streets Policy	5,626	2012	1	1.2	5	20	5	12	0	0	5	2	0	0	3	2.4	5	8		0	0	0	**45.6**
City Policy Adopted by Elected Board	**Frostproof, FL**	Complete Streets Policy	2,992	2012	1	1.2	5	20	5	12	0	0	5	2	0	0	3	2.4	5	8		0	0	0	**45.6**
City Policy Adopted by Elected Board	**Haines City, FL**	Complete Streets Policy	20,535	2012	1	1.2	5	20	5	12	0	0	5	2	0	0	3	2.4	5	8		0	0	0	**45.6**
City Policy Adopted by Elected Board	**Highland Park, FL**	Complete Streets Policy	230	2012	1	1.2	5	20	5	12	0	0	5	2	0	0	3	2.4	5	8		0	0	0	**45.6**
City Policy Adopted by Elected Board	**Hillcrest Heights, FL**	Complete Streets Policy	254	2012	1	1.2	5	20	5	12	0	0	5	2	0	0	3	2.4	5	8		0	0	0	**45.6**
City Policy Adopted by Elected Board	**Lake Alfred, FL**	Complete Streets Policy	5,015	2012	1	1.2	5	20	5	12	0	0	5	2	0	0	3	2.4	5	8	0	0	0	0	**45.6**
City Policy Adopted by Elected Board	**Lake Hamilton, FL**	Complete Streets Policy	1,231	2012	1	1.2	5	20	5	12	0	0	5	2	0	0	3	2.4	5	8		0	0	0	**45.6**
City Policy Adopted by Elected Board	**Lake Wales, FL**	Complete Streets Policy	14,225	2012	1	1.2	5	20	5	12	0	0	5	2	0	0	3	2.4	5	8		0	0	0	**45.6**
City Policy Adopted by Elected Board	**Lakeland, FL**	Complete Streets Policy	97	2012	1	1.2	5	20	5	12	0	0	5	2	0	0	3	2.4	5	8		0	0	0	**45.6**
City Policy Adopted by Elected Board	**Mulberry, FL**	Complete Streets Policy	3,817	2012	1	1.2	5	20	5	12	0	0	5	2	0	0	3	2.4	5	8		0	0	0	**45.6**
City Policy Adopted by Elected Board	**Polk City, FL**	Complete Streets Policy	1,562	2012	1	1.2	5	20	5	12	0	0	5	2	0	0	3	2.4	5	8		0	0	0	**45.6**
City Policy Adopted by Elected Board	**Winter Haven, FL**	Complete Streets Policy	33,874	2012	1	1.2	5	20	5	12	0	0	5	2	0	0	3	2.4	5	8		0	0	0	**45.6**
City Policy Adopted by Elected Board	**Marquette, MI**	Complete Streets Guiding Principles	21,355	2011	3	3.6	3	12	5	12	0	0	5	2	0	0	3	2.4	5	8	0	0	1	4	**44.0**
City Policy Adopted by Elected Board	**San Antonio, TX**	Complete Streets Policy	1,327,407	2011	1	1.2	4	16	5	12	0	0	5	2	0	0	2	1.6	5	8	0	0	0	0	**40.8**
City Policy Adopted by Elected Board	**Des Moines, IA**	Complete Streets Policy	203,433	2008	5	6	4	16	3	7.2	2	6.4	0	0	0	0	5	4	0	0	0	0	0	0	**39.6**
City Policy Adopted by Elected Board	**North Little Rock, AR**	Resolution No. 74-25	62,304	2009	3	3.6	4	16	5	12	1	3.2	0	0	0	0	5	4	0	0	0	0	0	0	**38.8**
City Policy Adopted by Elected Board	**Palm Bay, FL**	Resolution No. 2011-22	103,190	2011	3	3.6	4	16	3	7.2	0	0	0	0	2	3.2	0	0	5	8	0	0	0	0	**38.0**
City Policy Adopted by Elected Board	**Concord, NH**	Comprehensive Transportation Policy	42,695	2010	5	6	1	4	5	12	0	0	5	2	2	3.2	0	0	0	0	0	0	0	0	**27.2**

Smart Growth America
Making Neighborhoods Great Together

National Complete Streets Coalition

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

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

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