

















Acknowledgments

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

The National Complete Streets Coalition, a program of Smart Growth America, seeks to fundamentally transform the look, feel, and function of the roads and streets in our communities, by changing the way most roads are planned, designed, and constructed. Complete Streets policies direct transportation planners and engineers to consistently design with all users in mind. More at http://www.smartgrowthamerica.org/complete-streets/.

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





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Introduction

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

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

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

Between 2006 and 2016, the proportion of people biking to work nationwide increased by approximately 25 percent, and cities are increasingly focused on promoting walkability and access to transit as a means to attract talent and investment. People of color and Hispanic origin as well as people from low-income households bicycle with increasing regularity across the United States. Furthermore, bicycling by black Americans increased far more quickly than in any other group, nearly doubling between 2001 and 2009. The demand for transportation choices—like public transit, ride share, and bike shares—continues to grow.

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

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

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

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





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

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

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

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

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

Sincerely,

Emiko Atherton

Director, National Complete Streets Coalition





Key Implementation Steps for Complete Streets Initiatives



Adopt a Complete Streets Policy.

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



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

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



Develop new design policies and guides.

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



Offer workshops and other training opportunities.

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



Create a committee to oversee implementation.

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



Create a community engagement plan.

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



Implement Complete Streets projects.

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



Best Complete Streets Initiative Profiles

Location: Baltimore, MD

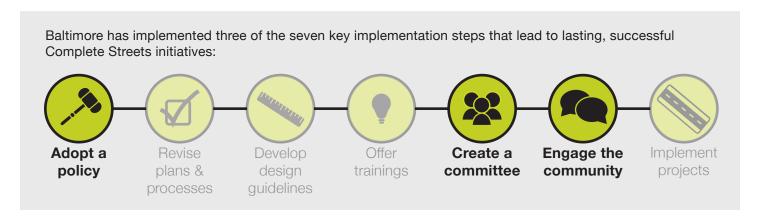
Initiative: Complete Streets Champion Ryan Dorsey



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

Photo courtesy of Bikemore.

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







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

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

Building a coalition

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

































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



Setting the stage for Complete Streets implementation



Councilman Ryan Dorsey. Photo courtesy of Bikemore.

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

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

Lessons learned

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

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

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





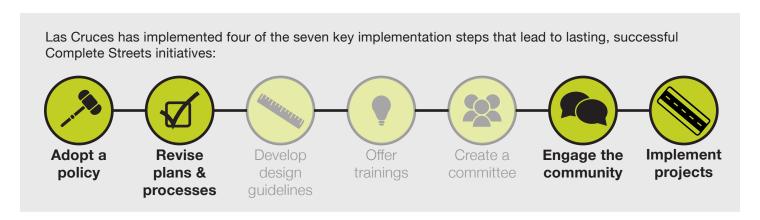
Location: Las Cruces, NM

Initiative: Downtown Master Plan



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

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



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



Implementing Complete Streets

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

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



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

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



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

Creating accessible public spaces

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



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

Lessons learned

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

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





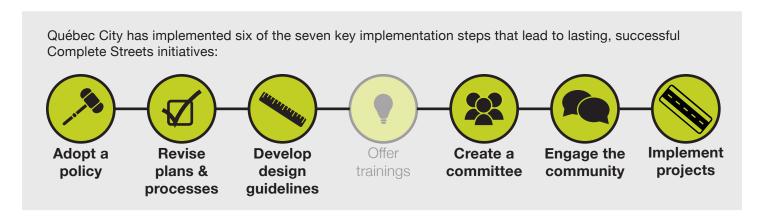
Location: Québec City, Quebec

Initiative: Complete Streets Prioritization Tool



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

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







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

Identifying opportunities and defining priorities for Complete Streets

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

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

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

-Peter Murphy, Urban Designer, Québec City



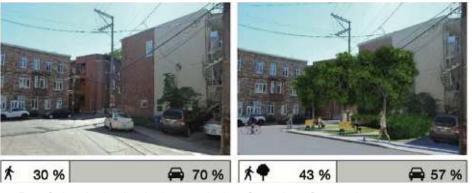
Results of Québec City's prioritization analysis. Streets in red offer the most potential for integrating the city's Complete Streets approach, followed by those in orange and yellow. Streets in blue and green offer a relatively lower potential. Image courtesy of Francis Marleau-Donais / UMRsu.



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

Implementing the tool

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



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

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

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

Lessons learned

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

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



National Complete

Streets Coalition

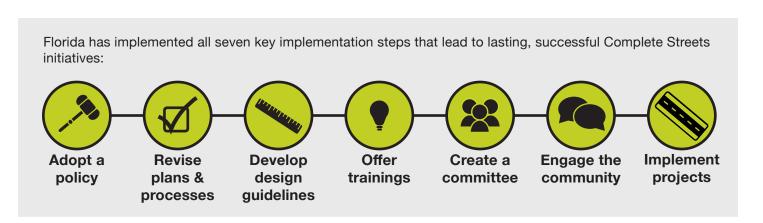
Location: Florida

Initiative: FDOT Design Manual



Context-sensitive street typology. Image courtesy of FDOT.

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



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



What's in the design manual?

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



Image courtesy of FDOT.

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

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

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

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



Updating the decision-making process

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

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

Context classifications. Image courtesy of FDOT.

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

Lessons learned

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

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



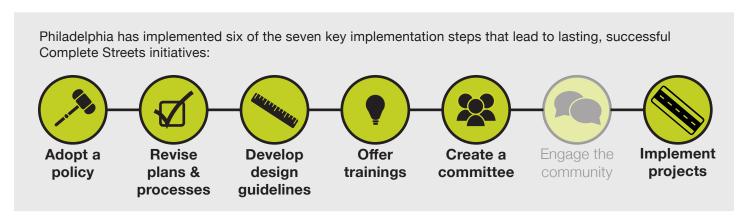


Location: Philadelphia, PA Initiative: Philly Free Streets



Philly Free Streets 2017. Photo courtesy of Darren Burton.

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







Strong partnerships means strong programs

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

Building community in the middle of the street

Community events like Philly Free Streets provide opportunities for people to meet their neighbors, and experience their home in a way they never have before. In Philadelphia, the organizers intentionally provided opportunities for people to share their desires for their

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

streets and transportation system at large. For example, participants were invited to use pop-up pedestrian plazas and parklets—small "parks" that replace parking spaces along the sidewalk—that demonstrated the possibility for a more even distribution of street space between cars and people.

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



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



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

Elevating Vision Zero

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

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

Lessons learned

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

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

- Twitter at @PhillyFreeSts
- Instagram at @PhillyFreeStreets
- Facebook at @PhillyFreeStreets

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





Location: Warsaw, MO

Initiative: Warsaw Riverfront Trails







Warsaw Riverfront Trails. Photos courtesy of Warsaw.

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



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



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

Planning, partnerships, and personnel

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

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

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

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

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



"A thousand feet at a time"

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

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

Embracing Complete Streets

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

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

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

Lessons Learned

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

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





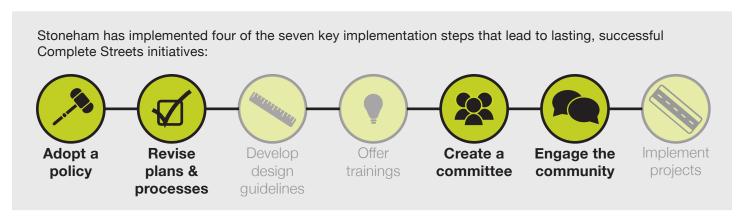
Location: Stoneham, MA

Initiative: Complete Streets Champion Erin Wortman



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

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





Working with MassDOT

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



Photo courtesy of Erin Wortman.

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

Overcoming barriers

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



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

Planning for an age-friendly future

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

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

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

Lessons learned

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

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



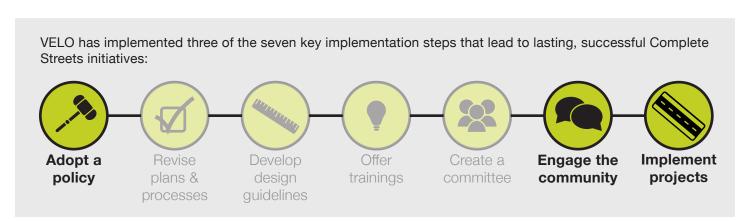


Location: Bloomfield, NJ Initiative: VELO Bloomfield



Photo courtesy of VELO Bloomfield.

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





What is VELO Bloomfield?

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

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

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

Making a tangible difference

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

The "Don't Drive Like a Scary Monster" campaign during Halloween put the onus on drivers instead of children in regards to safety during trick-ortreating, when the streets are filled with young children and parents walking. A few years ago Streetsblog also emphasized the importance of not shaming people who walk but instead placing responsibility first and foremost on those driving a two-ton motor vehicle. VELO also produced a pledge from North Jersey mayors and



Photo courtesy of VELO Bloomfield.

policymakers to spend the same amount on infrastructure in communities of color and workingclass communities as spent on predominately white and middle-class communities. The blog for VELO Bloomfield has reached communities that have not traditionally been looped into urban planning conversations related to Complete Streets. Within the blog, VELO also created the Cycle Tracks zine, which encouraged people to write about their experiences not traveling in cars.⁵



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



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

Lark Lo with Mayor Michael Venezia and artist Papa Tall at Bloomfield bike depot's mural unveiling.

Photo courtesy of Owen Proctor / NorthJersey.com.

Lessons learned

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

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

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

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

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

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





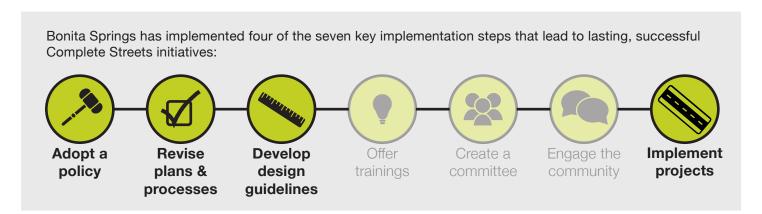
Location: Bonita Springs, FL

Initiative: Downtown Improvements Project



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

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







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

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

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



Photo courtesy of City of Bonita Springs.



Creating a walkable community

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

Beyond street design

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

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

Lessons learned

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

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





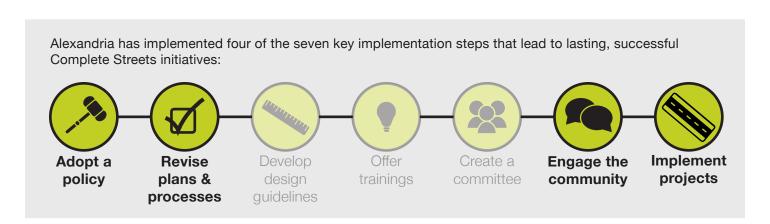
Location: Alexandria, VA

Initiative: King Street Project



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

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







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

The pre-project evaluation

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

The comprehensive pre-project evaluation for King Street included:

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



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



Using community feedback

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

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

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

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

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

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

Lessons learned

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

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





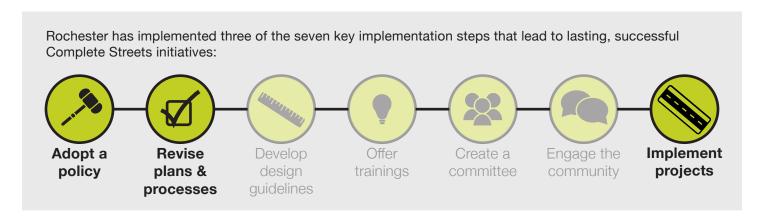
Location: Rochester, NY

Initiative: Inner Loop East Transformation Project



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

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



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



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

The Inner Loop: a brief history





Photos courtesy of City of Rochester.

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

The Inner Loop transformation: a better future

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

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



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

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



Photo courtesy of City of Rochester.

Lessons learned

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



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

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



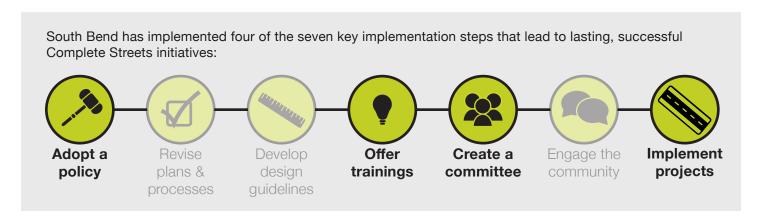


Location: South Bend, IN Initiative: Smart Streets



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

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





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

A smarter, safer South Bend

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

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





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

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





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

Leading the way to smarter streets

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

"It's slower and that's the point. No great downtown is a through-way." -Mayor Pete Buttigieg, South Bend

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

Lessons learned

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

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



Conclusion

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

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

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



Endnotes

Introduction

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

Baltimore, MD: Complete Streets Champion Ryan Dorsey

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

Las Cruces, NM: Downtown Master Plan

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

Florida: FDOT Design Manual

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

- 1. http://www.masscompletestreets.com/
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Bloomfield, NJ: VELO Bloomfield

- 1. http://www.velomynameis.org/2017/11/02/v-is-for-a-victory-a-4-way-stop-sign-on-watsessing-and-grove/
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Bonita Springs, FL

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Alexandria, VA: King Street Project

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

Rochester, NY: Inner Loop East Transformation Project

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

South Bend, IN: Smart Streets

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



Appendix A: Complete Streets Policy Grades

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

	-						Intent :Weighted		nd modes Weighted		jects Weighted	Exceptions Weighte		nectivity Weighted	Juri	diction Weighted		wibility Weighted	Context Weighted	Metrics Weigh		olementation Weighted	
Agency	State	Policy name	Туре	Year	Population	Points	points	Points	points	Points	points Poi	nts points	Points	points		points	Points	points Poin	ts points	Points points		nts points	Total score
Statewide policies California Department of Transportation	CA	Deputy Directive 64-R1	State internal policy	2008	37.253.95	6	5 6,0	4	16,0	5	12,0	2;	6,4	5 2,	0; 2	3,2	2	1,6;	5 8,0	0	0,0;	4 16	,0; 71 ,
State of California		The Complete Streets Act (AB 1358)	State legislation		37.253.95		5 6,0	5	20,0		0,0		0,0	5 2,		3,2		1,6	5 8,0	0	0,0		,0 44,
Colorado Department of Transportation State of Colorado	CO	Bicycle and Pedestrian Policy Colorado Statutes 43-1-120 (HB 1147)	State internal policy State legislation	2009			5; 6,0 5 6.0	0	0,0 0.0	5	12,0 12,0		6,0; (9.6; (0,		3,2	5	4,0 0.0	5 8,0 0 0,0	0	0,0	3 12, 0 0,	,0 61, 2
Connecticut Department of Transporation	CT	Policy No. Ex 31	State internal policy	2014	3.574.09	7	3 3,6	4	16,0	5	12,0		0,0	5 2,		4,8	C	0,0;	5 8,0	0	0,0	4 16,	,0 62,4
State of Connecticut	CT	Public Act 09-154 (SB 735) Departmental Order 06-2010 (DDOT Complete Streets	State legislation	2009	3.574.09	7	5 6,0	4	16,0	5	12,0	4 1	2,8 (0,	0 5	8,0	C	0,0	0,0	0	0,0	2 8,	,0 62, 8
Washington, DC Department of Transportation	DC	(Policy)	State internal policy	2010	601.72	3	5 6,0	5	20,0	5	12,0	4 1:	2,8	5 2,	o o	0,0	2	1,6	5 8,0	0	0.0	1 4,	
Deleware Department of Transportation	DE		State internal policy	2009	897.93		3 3,6		8,0	0	0,0		6,0 (0,	0 0	0,0	C	0,0	0 0,0	0	0,0	2 8,	
State of Delaware Florida Department of Transportation	DE FL	Executive Order No. 6 Complete Streets Policy	State executive order State policy	2009	897.93 18.801.31		1 1,2 1 1.2	4	16,0 20,0		12,0 7.2		0,0;	5 2,	0; 0 n: 3	0,0	5	4,0 0.0	0,0	0	0,0		,0 39 ,2
State of Florida	FL	'Florida Statute 335.065 (Bicycle & Pedestrian Ways)	State legislation	1984	18.801.31	0	5 6,0	0	0,0		12,0	1	3,2	5 2,		0,0	C	0,0	0 0,0	0	0,0	0 0,	.0 23,2
Georgia Department of Transportation	GA	Complete Streets Design Policy	State internal policy		9.687.65	3	5 6,0		16,0		12,0		2,8	5 2,		3,2	3	2,4	5 8,0	0	0,0	0 0,	,0 62 ,4
State of Hawaii State of Illinois	HI II	;Act 054 (SB 718) ;Public Act 095-065 (SB0314)	State legislation State legislation	2009	1.369.30 12.830.63		1 1,2 3 3.6	0	16,0 0.0	5	12,0 12,0		3,2] (2,8; (0,	0; 2 0: 0	3,2		0,0	5 8,0	0	0,0	4 16, 1 4	,0 59,6
Indiana Department of Transportation	IN	Complete Streets Policy	State internal policy	2014	6.483.80	2	5, 6,0	5	20,0	5	12,0	1	3,2	2,	0 2	3,2	5	4,0	5 8,0	5	4,0	3 12,	,0; 74,4
Louisiana Department of Transportation and Development		Complete Streets Policy	State internal policy	2010	4.533.37		3 3,6	4	16,0	_	12,0	5 1	6,0	5 2,		8,0		2,4	5 8,0	0	0.0	1 4,	.0 72,0
	MA	Healthy Transportation Policy Directive	State internal policy		6.547.62		5: 6,0	2	8,0		12,0	5 1	6,0:	5 2,		4,8		4,0	5 8,0	5	4,0	4 16,	.0: 80,8
State of Massachusetts	MA	Bicycle-Pedestrian Access Law (Chapter 90E)	State legislation	1996	6.547.62	9	3, 3,6	0	0,0		12,0	4 1	2,8 (0,	0 0	0,0	C	0,0	0 0,0	0	0,0		,0; 28, 4
Maryland Department of Transportation State Highway Administration	MD	SHA Complete Streets Policy	State internal policy	2012	5.773.55	2	1 1.2	4	16,0	3	7,2	3	9,6	5 2,	0 2	3,2	-	2,4	0 0.0	5	4.0	1 4	,0 49, 6
State of Maryland	MD	Maryland Trans. Code Ann. Title 2 subtitle 602	State legislation	2010	5.773.55	2	3: 3,6	0	0,0	5	12,0	0 (0,0	5 2, 5 2,		0,0	3	2,4	0 0,0	0	0,0	2 8,	,0 28,0
Maine Department of Transportation	ME	Complete Streets Policy	State internal policy	2014	1.328.36	1	3, 3,6	5	20,0	5	12,0	4 1	2,8	5 2,	0 5	8,0	C	0,0	0 0,0	0	0,0	4 16,	,0 74,4
Michigan Department of Transportation	МІ	State Transportation Commission Policy on Complete Streets	State internal policy	2012	9.883.64	0	1 1,2	5	20,0	5	12,0	0	0,0	5 2,	0 5	8,0		0,0	5 8,0	0	0.0	4 16,	,0 67,2
	Ť	State Transportation Commission Policy on Complete				1						7		1	1								7
Michigan Department of Transportation State of Michigan	MI MI	Streets :Public Act 135 of 2010 (HB6151)	State internal policy State legislation	2012	9.883.64 9.883.64	0	3 3,6 1 1,2	2	8,0 20,0	5	12,0 7,2		0,0 3,2	5 2, 5 2,	0 2 n: 3	3,2 4,8		2,4	5 8,0 5 8,0	0	0,0	3 12,	,0 51, 2 ,0 54, 4
State of Michigan	-	:MnDOT Policy OP004 and Technical Memorandum No	Cate registation	1		*				1				د ا	3	·		3	0,0				
Minnesota Department of Transportation	MN	13-17-TS-06	State internal policy	2013			1 1,2		20,0		12,0		2,8	5 2,		3,2		4,0	0,0	0	0,0	3 12,	
Minnesota Department of Transportation State of Minnesota	MN	MnDOT Policy OP004 Sec. 52. Minnesota Statutes 2008, section 174,75	State internal policy State legislation	2016 2010			5 6,0 1 1,2	5	20,0 20,0	2	4,8 12,0	1	3,2 5 0,0 0	5 2, 0 0	0) 2 n: 2	3,2	3	2,4 4.0	5 8,0; 5 8,0;	0	0,0	5 20, 4 16,	,0 69, 6
State of Missouri	:MO	:House Concurrent Resolution 23	State resolution		5.988.92		1 1,2		20,0		4,8		0,0	0,	0; 0	0,0		0,0;	0 0,0	0	0,0;	0 0,	,0 26,0
Mississippi Department of Transportation	MS	Bicycle and Pedestrian Policy	State internal policy	2010			1 1,2	1	4,0	5	12,0		6,4 (0,		0,0	C	0,0	5 8,0	0	0,0		,0 31,6
North Carolina Department of Transportation New Jersey Department of Transportation	NC NJ		State internal policy State internal policy	2009			3; 3,6 3; 3,6	5	16,0 20,0	5	12,0 12,0		6,0; 5 2,8; 5	5 2, 5 2	0; 2 0; 5	3,2	3	1,6	5 8,0 5 8.0	0	0,0	2 8, 3 12,	
State of New Mexico	:NM	:Senate Memorial 35	State internal policy	2017	2.059.17	9	1 1,2		16,0		0,0	0: (0,0	0,	0: 0	0,0		0,0:	0 0,0	0	0,0	0 0,	,0 17,2
State of New Mexico NDOT Complete Streets Policy	NM NV		State internal policy State policy	2017	2.059.18 2.700.55		1 1,2 3 3,6	4	16,0 20,0		0,0 12,0		0,0; (2,8; {	0,	0; 0	0,0		0,0	0 0,0	0	0,0 4,0	0 0, 5 20,	
State of New York	NY	Highway Law Section 331 (Bill S. 5411)	State legislation		19.378.10		3, 3,6	4	16,0		7,2	1	3,2	0,	0 3	4,8		0,0	5 8,0		0,0		,0; 46,8
State of Oregon	OR	ORS 366.514	State legislation	1971	3.831.07	4	5 6,0	1	4,0	3	7,2	1, ;	3,2 (0,	0 3	4,8	C	0,0	0 0,0	0	0,0	0 0	,0 25,2
Pennsylvania Department of Transportation	PA	PennDOT Design Manual 1A (Appendix J: Bicycle and Pedestrian Checklist)	State internal policy	2007	12.702.37	9	5 6,0	3	12,0	5	12,0	3 (9,6	5 2,	n 2	3,2		4,0	5 8,0	0	0,0	0 0,	0 56
Commonwealth of Puerto Rico	PR	Senate Bill 1857	State legislation		3.725.78		1, 1,2	4	16,0	5	12,0		6,4 (0,	0 2	3,2	C	0,0	0,0	0	0,0	4 16,	,0 56,8 ,0 54,8
		Rhode Island General Laws Title 31 Chapter 31-18: Pedestrians															1						
State of Rhode Island	RI	Section 31-18-21	State legislation	2005	1.052.56	7	3 3,6	0	0,0	5	12,0	4 1	2,8	0,	0 3	4,8	c	0,0	0 0,0	0	0,0	0 0,	,0 33,2
Otata of Disada Island	RI	Rhode Island General Laws Title 24 Chapter 24-16:	Ot-t- i- -ti	2040	4.050.50	-	4		40.0	_	7.0					0.0					0.0		1
State of Rhode Island South Carolina Department of Transportation	SC	Safe Access to Public Roads Commission Resolution	State legislation State resolution	2012	1.052.56 4.625.36		1; 1,2 3 3.6	0	16,0 0.0	5	7,2 12,0	0	6,4; (0.0; (0, 0 0.	D: 5	8,0		0,0; 0.0;	0 0,0	0	0,0	2 8, 0 0.	,0 46,8
Tennessee Department of Transportation	TN	Bicycle and Pedestrian Policy	State internal policy	2010	6.346.10	5	5 6,0		4,0	3	7,2	1)	3,2	5 2,		3,2	3	2,4	5 8,0	0	0,0		,0 36,0
Tennessee Department of Transportation	TN	Multimodal Access Policy TCA 4-3-2303 Guidelines Emphasizing Bicycle and Pedestrian	State internal policy	2015	6.346.10	5	1, 1,2	5	20,0	5	12,0	4 1	2,8;	5 2,	0 2	3,2	3	2,4	5 8,0	0	0,0	0 0,	,0; 61,6
Texas Department of Transportation	TX	Accommodations	State internal policy	2011	25.145.56	1	3 3,6	2	8,0	3	7,2	0 (0,0	0,	o o	0,0	3	2,4	0,0	0	0,0	0 0,	,0 21, 2
Utah Department of Transportation	UT	Inclusion of Active Transportation, UDOT 07-117	State policy	2013	2.763.88	5	3, 3,6	0	0,0	5	12,0	0 (0,0	5 2,	0 3	4,8	C	0,0	0 0,0	0	0,0	1 4	,0 26,4
Virginia Department of Transportation	VA	Policy for Integrating Bicycle and Pedestrian Accommodations	State internal policy	2004	8.001.02	4	5 6,0	1	4.0	5	12,0	4 1:	2,8	0.	0 0	0,0		4,0	5 8,0	0	0.0	1 4,	.0 50,8
State of Vermont	;VT	:Act 0-34 (H.198)	State legislation	2011	625.74	1	3 3,6	4	16,0		12,0	4; 1;	2,8 (0,	0; 5	8,0	C	0,0:	0 0,0	0	0,0	1 4,	,0 56,4
State of Washington State of West Virginia	WA	Chapter 257, 2011 Laws Complete Streets Act (SB 158)	State legislation State legislation	2011			1: 1,2 3: 3.6	2	8,0 20,0		7,2 12,0		0,0} (6,0} (0,	0 2	3,2	3	2,4 3 2,4	5 8,0 5 8.0	0	0,0	0 0, 4 16,	,0 30,0 ,0 84,8
State of West Virginia	WV	Complete Streets Act (SB 156)	State legislation	2013			3, 3,6	5	20,0		12,0		0,0	2, 5 2,	0 5	8,0		2,4	5 8,0	0	0,0	3 12,	,0, 68,0
Metropolitan planning organization (MPO) p	olicies			,,				,		·		,	,	,	.,	·····	,	······································			,		.,
Fairbanks Metropolitan Area Transportation System (MPO), AK	AK	Policy No. 9 Complete Streets	MPO policy	2015	n/a	а	1 1,2	5	20,0	2	4,8	1 :	3,2	5 2,	0 2	3,2	c	0,0	5 8,0	0	0.0	4 16,	,0 58, 4
Regional Planning Commission of Greater	1														1	}							
Birmingham, AL Pima Association of Governments, AZ	AZ.	Resolution Complete Streets Resolution	MPO resolution MPO resolution	2011	212.23 n/		5 6,0 1 1.2	5	20,0 16,0		12,0 7,2	5; 1	6,0 0,0	5 2, 0 0.		3,2	5	5 4,0 0,0	5 8,0	0	0,0;	2 8, 1 4	
Los Angeles County Metropolitan	T			1				-						1	T	3,2			5 0,0		3,0		
Transportation Authority	CA	Complete Streets Policy	MPO policy	2014	9.818.60	5	3,6	5	20,0	5	12,0	4 1	2,8	5 2,	0 5	8,0	5	4,0	5 8,0	0	0,0	4 16,	,0 86,4
Metropolitan Transportation Commission (San Francisco Bay area)		Regional Policy for the Accommodation of Non- Motorized Travelers	MPO policy	2006	n/a	a	3 3,6	1	4,0	3	7,2	0	0,0	0,	0 3	4,8		0,0	0 0,0	0	0.0	4 16,	,0 35,6
San Diego Association of Governments (San	T					1		-							1		-						1
Diego, CA area) San Diego Association of Governments, CA	CA	Complete Streets Policy Complete Streets Policy	MPO policy	2014 2014	n/i n/i		3, 3,6	5	20,0		7,2		2,8	5 2,		8,0		4,0	5 8,0	5	4,0 4,0	4 16, 4 16,	
Metropolitan Washington Council of	CA		MPO policy	}	n/		1 1,2		20,0	3	7,2		-,0	5 2,	4	3,2	5	4,0	5 8,0			-1 10,	
Governments (Washington, DC area)	DC	Complete Streets Policy	MPO policy	2012	n/a	а	1 1,2	5	20,0	2	4,8	1	3,2 (0,	0 2	3,2	2	1,6	5 8,0	0	0,0	2 8	,0 50, 0
Wilmington Area Planning Council (Wilmington DE area)	DE	Regional Transportation Plan 2030 Update	MPO internal policy	2007	n/a	a	5 6,0	2	8,0	5	12,0	1 .	3.2	5 2,	0 3	4,8		4.0	5 8,0	0	0,0	3 12,	
Hillsborough County Metropolitan Planning		-		1 1			1			3 8	- 1	1	3,2		1	})	4,0				1	
Organization (Tampa, FL, area)	FL	Resolution 2012-1	MPO resolution	2012	n/	а	5 6,0	4	16,0	5	12,0	1	3,2	5 2,	0 5	8,0	2	1,6	5 8,0	0	0,0	5 20,	,0 76, 8
Lee County Metropolitan Planning Organization (Ft. Myers, FL area)	FL	Resolution 09-05	MPO resolution	2009	n/a	a	3 3,6	2	8,0	5	12,0	0	0,0	5 2,	0 2	3,2	9	1,6	0 0,0	0	0,0	1 4,	,0 34 ,4
Palm Beach Metropolitan Planning	Ť.			1 1		1				[1				1	}	1	1	1 :				
Organization, FL	FL	Complete Streets Policy	MPO policy	2016	n/	а	5 6,0	4	16,0	0	0,0	1	3,2	0,	0 5	8,0	C	0,0	0 0,0	5	4,0	2 8,	,0 45,2
Space Coast Transportation Planning Organization (Viera, FL area)	FL	Resolution 11-12	MPO policy	2011	n/a	a	3 3,6	2	8,0	5	12,0	1 :	3,2	5 2,	0 5	8,0	3	2,4	5 8,0	0	0,0	0 0,	,0 47,2
Bi-State Regional Commission, IA	ΙA	Quad Cities Area Complete Streets Policy	MPO internal policy	2008	n/		3 3,6	4	16,0	5	12,0		0,0	0,		4,8		1,6	5 8,0	0	0,0		,0 46,0
Johnson County Council of Governments (lowa City, IA area)	iA	1	MPO internal policy	2006	n/a	2	5 6,0	0	0,0	2	7,2	0	0,0	0,	n 2	4,8		1,6	0 0,0	0	0,0	0 0	,0 19, 6
		, complete director only	O internal policy	2000		الــــــــــــــــــــــــــــــــــــ	0,0	ن ا	0,0				2,01	·,	~	4,0			0,0		,0,		19,0

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Agency	State	Policy name	Туре	Voor E	Population	Dointe	Weighted		Weighted points	Points	Weighted	Weighted ts points	Dointe	Weighted points		Weighted nts points	Weigh Points points		Weighted s points	We Points poi	ighted	Weighte Points points	
Community Planning Association of Southwest		Folicy hame	туре	rear r	opulation	FUIILS	points	romis	ponits	romis	points Foi	is points	FUIILS	points	FUII	its points	onits points	Folit	5 Politis	ronnis poi	IIIS	romis pomis	iotal score
Idaho (Boise, ID area)	ID	Complete Streets Policy	MPO internal policy	2009	n/a	1	1,2	4	16,0	3	7,2	0,0	<u> </u>	0 0,	,0	0,0	2	1,6	5 8,0	0	0,0	0 (0,0 34,
Champaign-Urbana Urbanized Area		Complete Streets Delieu	MDO policy	2012	n/o		1 12	5	20.0	_	12.0	1 12.0				2 22		2.4			0.0	4	4.0
Transportation Study (Champaign, IL, area) Bloomington/Monroe County Metropolitan	 	Complete Streets Policy	MPO policy	2012	n/a		1,2		5 20,0		12,0	4 12,8	\ <u>-</u>	0,	,0	2 3,2		2,4	5 8,0	0	0,0		4,0 63,
Planning Organization (Bloomington, IN area),				1 1				1									1					1	
	IN	Complete Streets Policy	MPO internal policy	2009	n/a	5	5 6,0	5	5 20,0		7,2	5 16,0	i	5 2,	,0	3 4,8	5	4,0	5 8,0	0	0,0	1) .	4,0 72,
Evansville Metropolitan Planning Organization	i	OI-t- Ott- B-li	MDO	2040	-1-					_	40.0	4 00				5 00				_	4.0		6,0 63,
(Evansville, IN area) Indianapolis Metropolitan Planning	IN	Complete Streets Policy	MPO policy	2012	n/a		3,6	<u>'</u>	1 4,0	5	12,0	1 3,2		5 2,	,0	5 8,0	3	2,4	5 8,0	5	4,0	4 1	6,0 63,
Organization (Indianapolis, IN area)	IN	Complete Streets Policy	MPO policy	2014	2014.03.05	3	3,6	5	20,0	5	12,0	4 12,8		5 2,	,0	5 8,0	5	4.0	5 8,0	5	4,0	1 4	4,0 78,
Madison County Council of Governments	1							[1]		- 1	}						- (1
	IN	Complete Streets Policy	MPO internal policy	2010	n/a	5	5 6,0	5	20,0	3	7,2	5 16,0	ļ	5 2,	,0	3 4,8	5	4,0	5 8,0	0	0,0	0 (0,0 68,
Northwestern Indiana Regional Planning Commission (Portage, IN area)	INI	Resolution 10-05	MPO resolution	2010	n/a		1 1,2		16,0	0	0,0	0 0,0		0	,0	0,0	0	0.0	0,0	0	0,0	0	0,0 17,
Northwestern Indiana Regional Planning	†IIN	,resolution 10-03	INFO TESOIULIOIT	2010	II/a		!!!,4	} -	+, 10,0		0,0			0,	,0,			0,0,	-0,		0,0,		0,0 17,
Commission (Portage, IN area)	IN	Complete Streets Guidelines	MPO internal policy	2010	n/a	1	1,2	3	12,0	5	12,0	1 3,2		5 2,	,0	5 8,0	3	2,4	5 8,0	0	0,0	0 (0,0 48,
Lawrence-Douglas County Metropolitan																							
Planning Organization (Lawrence County, KS area)	VC.	Resolution	MDO recolution	2011	n/o		1 10		. 40	-	12,0	0 00			0	2 22	2	1.0	E 80		0,0	4	4.0
Frankfort City/Frankfort Elberta Area Schools.	KS	Complete Streets and Safe Routes to School Joint	MPO resolution	2011	n/a		1,2	}	1 4,0	5	12,0	0,0	¦	0,	,0	2 3,2	4 }	1,6	5 8,0		0,0		4,0 34 ,
	М		MPO resolution	2011	n/a	1	1,2	4	1 16,0	5	12,0	0,0		0.	,0	2 3,2	0	0,0	0,0		0,0	0	0,0 32,
Region 2 Planning Commission (Jackson, MI				1				1						1	1								
area)	MI	Resolution	MPO resolution	2006	n/a	3	3,6	4	16,0	5	12,0	0 0,0	1	0 0,	,0	0,0	3	2,4	0,0	0	0,0	0)	0,0 34,
Traverse City Area Transportation and Land	MI	Pesolution No. 13-1	MPO resolution	2013	n/o		1 10		1 160	^	0.0	0 00		0	0	2 22	0	0.0	5 00	0	0.0	1	4.0
Use Study (Traverse City, MI, area) Twin Cities Area Transportation Study (Benton	ivii			2013	n/a		1,2	4	16,0		0,0	0,0	}!	꺽	,0	2 3,2	٠	0,0	5 8,0	·	0,0		4,0 32 ,
Harbor/St. Joseph area, MI)	МІ	Complete Streets Policy	MPO policy	2012	n/a	5	6,0	5	20,0	5	12,0	4 12,8	:	5 2,	,0	3 4,8	5	4,0	5 8,0	0	0,0	0 (0,0 69,
Rochester-Olmsted Council of Governments		1		1				[1	_							
		Resolution No. 11-1 Resolution 2011-09	MPO policy MPO resolution	2011	n/a n/a	5	5, 6,0 1, 1,2	5	20,0	3	7,2 0,0	1; 3,2 0; 0,0	} <u>:</u>	5 2,	,0; ,0;	5 8,0 0 0,0	5	4,0;	5 8,0	0	0,0	0 (0,0 58, 0,0 17,
St. Cloud Area Planning Organization Capital Area Metropolitian Planning	INIIA	,rc50iuii011 20 11-09	IVIT O TESUIUTION	2011	n/a		1,2	4	16,0	0	0,0	U; U,U		0,	,u;	0,0	U	0,0;	0,0	U	0,0		0,0 17,
Organization (CAMPO), MO	МО	Livable Streets Policy	MPO policy	2017	n/a	5	5 6,0	0	0,0	2	4,8	5 16,0	i e	5 2.	,0	5 8,0	3	2,4	5 8,0	0	0,0	3 1:	2,0 59,
Columbia Area Transportation Study													1		1							}	
	MO	Policy Resolution	MPO resolution	2014	n/a		1,2	4	16,0	0	0,0	0, 0,0	į(0,	,0	0,0	0	0,0	0 0,0	0	0,0	0 (0,0 17,
Mid America Regional Council (Kansas City, MO area)	MO	Complete Streets Policy	MPO policy	2012	n/o		3,6		20,0	2	4.8	4 12,8			.0	2 3,2	2	2.4	5 8.0	-	4.0	2 4	2,0 72,
Mississippi Gulf Coast MPO, MS		Complete Streets Policy	MPO policy	2015	n/a n/a		3, 3,6	1	1 4,0	3	7,2	1 3,2		0 0.	,0:	3 4,8	- 0	0,0	0 0,0	0	0.0	3 1	2,0 34,
Greensboro Urban Area MPO, NC	NC	Complete Streets Policy	MPO policy	2015	n/a		3,6		12,0	5	12,0	2 6,4			,0:	3 4,8	3	2,4	5 8,0		0,0	2	8,0 59,
Winston-Salem Urban Area Metropolitan				1			1							1									
Planning Organization (Winston-Salem, NC area), NC	NC	Complete Streets Policy	MDO policy	2013	n/o		5 6,0		20,0	-	12,0	1 3,2			.0	2 3,2	0	0,0	0,0	0	0,0	4 4	6,0 62,
Fargo-Moorhead Metropolitan Council of	INC	Complete Streets Policy	MPO policy	2013	n/a		0,0	ļ	20,0	3	12,0		ļ	2/	,0	3,2	-	0,0	0,0		0,0	" }!'	0,0; 62,
	ND	Complete Streets Policy Statement	MPO internal policy	2010	n/a	3	3,6	5	20,0	5	12,0	1 3,2		5 2,	.0	5 8,0	5	4.0	5 8,0	0	0,0	1 .	4,0 64,
Las Cruces Metropolitan Planning Organization	i.			1											T								1
	NM	Resolution 08-10	MPO resolution	2008	n/a	3	3,6	3	12,0	5	12,0	2 6,4		0,	,0	2 3,2	2	1,6	5 8,0	0	0,0	1)	4,0 50 ,
Mid-Region Council of Governments of New Mexico	NM	R-11-09	MPO resolution	2011	n/a		1,2	0	0,0	0	0,0	0,0		0 0,	0	0,0	0	0,0	5 8,0	0	0,0	1	4,0 13,
Santa Fe Metropolitan Planning Organization	INIVI	1,11-03	INFO TESOIULIOIT	12011	11/a		٤٠٠٠٠٠٠٠٠٠٠٠٠	ļ	0,0		0,0		<u> </u>	<u>u</u> ,	,0,			0,0	0,0		0,0	'	4,0
	NM	Resolution 2007-1	MPO resolution	2007	n/a	3	3,6	5	20,0	5	12,0	0,0		0 0,	,0	2 3,2	0	0,0	0,0	0	0,0	0 (0,0 38,
Carson City Regional Transportation	l					_				_							_{_{1}}						
	NV	Complete Streets Policy	MPO policy	2014	n/a	5	5 6,0	3	12,0	5	12,0	2 6,4	ļ	5 2,	,0	5 8,0	5	4,0	5 8,0	0	0,0	3 1	2,0 70,
Regional Transportation Commission of Southern Nevada (Las Vegas, NV area), NV	NV	Policy for Complete Streets	MPO policy	2012	n/a		1, 1,2	-	20,0	5	12,0	1 3,2		0	,0	0,0	5	4,0	5 8,0	0	0,0	1	4,0 52,
Binghamton Metropolitan Transportation Study		i dicy for complete directs	ivii o policy	2012	100		·		20,0		12,0		 	0,	,0	0,0	-	4,0	-0,0	-	0,0	·····	7,0, 02,
(Broome and Tioga County MPO)	NY	Complete Streets Policy	MPO policy	2016	n/a	5	6,0	5	20,0	5	12,0	4 12,8	()	5 2,	,0	5 8,0	3	2,4	5 8,0	5	4,0	5 2	0,0 95,
Miami Valley Regional Planning Commission				1						_							_}						
(Dayton, OH area) Mid-Ohio Regional Planning Commission	ОН	Regional Complete Streets Policy	MPO policy	2011	n/a		1,2	5	5 20,0	5	12,0	4 12,8	ļ	5 2,	,0	5 8,0	5	4,0	5 8,0	5	4,0	4}1!	6,0 88,
	ОН	Complete Streets Policy	MPO internal policy	2010	n/a	į.	6,0	5	20,0	5	12,0	3 9,6		5 2	,0	5 8,0	5	4.0	5 8,0	0	0,0	2	8,0 77,
Northeast Ohio Areawide Coordinating Agency							-																
	ОН	Regional Transportation Investment Policy	MPO internal policy	2003	n/a	5	5 6,0	2	2 8,0	3	7,2	2 6,4		0 0,	,0	3 4,8	3	2,4	5 8,0	0	0,0	0 (0,0 42,
Toledo Metropolitan Area Council of Governments (Toledo, OH area), OH	ОН	Complete Streets Policy	MPO policy	2014	n/a		3,6		20,0	E	12,0	4 12,8		5 2	.0	5 8,0	3	2,4	5 8,0	5	4.0	4 1	6,0 88,
Lancaster County Transportation Coordinating	1911	Complete Streets Policy Statement and Elements of a	O policy		ıııd		3,0		20,0		12,0	12,0	}i	در		0,0	·	-7:7	3,0			!	۰,۰, ۰۰,
Committee, PA	PA		MPO policy	2014	n/a	3	3,6	2	2 8,0	5	12,0	0,0		0 0,	,0	2 3,2	0	0,0	0,0	0	0,0	3 1:	2,0 38,
Metropolitan Government of Nashville and	1			0010						-	40.0					0		0.0	-			1	į.
Davidson County, TN Metropolitan Government of Nashville and	TN	Executive Order No. 40	MPO executive order	2010	n/a	3	3,6	4	16,0	5	12,0	2 6,4	ļ!	<u>u</u> 0,	,0	0,0	U\	0,0	5 8,0	0	0,0		4,0 50 ,
	TN	Executive Order #031	MPO executive order	2016	n/a	ę.	6,0	5	20,0	5	12,0	4 12,8		5 2	,0	2 3,2	3	2.4	5 8,0	0	0.0	4 1	6,0 82,
Alamo Area Metropolitan Planning	1	<u> </u>		11				ř					······										
Organization (San Antonio, TX area)	TX	Resolution Supporting a Complete Streets Policy	MPO resolution	2009	n/a	1	1, 1,2	5	20,0	5	12,0	0,0	ļ	5 2,	,0	2 3,2	0	0,0	5 8,0	0	0,0	1	4,0 50,
Brownsville Metropolitan Planning	TV	MPO Possilution Suporting a "Complete Street-" "	MPO recolution	2013	n/-		2 20	-	20.0	-	12.0	1 20			0	0	2	1.6	5 00		0.0	0	0.0
Organization, TX Wasatch Front Regional Council (Salt Lake	TX	MPO Resolution Suporting a "Complete Streets" policy	ivir-O resolution	∠013	n/a	3	3,6	5	20,0	5	12,0	1 3,2	ļ <i>-</i>	2,	,0	0,0	4	1,6	5 8,0	U	0,0		0,0 50,
	UT	Complete Streets Vision, Mission, and Principles	MPO policy	2013	n/a	3	3,6	5	20,0	0	0,0	0,0		5 2,	,0	2 3,2	2	1,6	5 8,0	0	0,0	1 .	4,0 42,
				1			1	}															
Spokane Regional Transportation Council, WA	WA	Policy for Safe and Complete Streets	MPO policy	2012	n/a	1	1,2	5	20,0	3	7,2	3 9,6		5 2,	,0	3 4,8	0	0,0	5 8,0	0	0,0	3 1:	2,0 64,
La Crosse Area Planning Committee (La Crosse, WI area), WI	wı	Posolution 7 2011	MPO resolution	2011	n/a		1 40		12,0	_	12,0	1 3.2		0 0.	0	5 8.0	0	0.0	0 0.0	-	4.0	- (4,0 44,
Orosac, vvi arca), vvi		Resolution 7-2011	IVII O IESUIULIUII	1.4911	ıııa		¥4		12,0		14,0	3,2	}!	꺽	,	0,0	٠٢	2,0	0,0		4,0		-,× ₁ 44 ,
Morgantown Monongalia Metropolitan Planning	i			1 1				1									1				- 1		
Organization (Morgantown, WV area), WV	WV	Resolution No. 2008-02	MPO resolution	2008	n/a	1	1,2	2	2 8,0	5	12,0	0,0	<u>: </u>	0 0,	,0	3 4,8	0	0,0	5 8,0	0	0,0	0 (0,0 34,
County policies	:CA	Complete Streets Policy	County policy	2012	1.510.271		1, 1,2	,	36.36		12,0		,	E	0:	3,	E)	4.0:					0,0 60,
	,CA	Complete Streets Policy Best Practice Directive for Inclusion of Multi-Modal	County policy	2012	1.510.2/1		1,2	5	20,0	5	12,0	J; 9,6	} <u>-</u>	υ 2,	,U;	2, 3,2	D)	4,0;	8,0	U	0,0	U	υ,υ 60,
Alameda County, CA				1 1			1	5	1 1			1	i	1		- 1	-				- 1	1	0,0 30,
	CA	Elements into Improvement Projects	County internal policy	2007	252.409		3: 3.6	2	2 8.0	5	12.0	2 6,4	: (0;	,0	0) 0.01	00	0,0	0.0	0	0,0	0:	
Marin County, CA Napa County, CA	CA	Elements into Improvement Projects Resolution No. 2013-01	County internal policy County resolution	2007 2013	136.484		3; 3,6 3; 3,6	5	20,0	5 5	12,0 12,0	4 12,8			,0 ,0	0 0,0 2 3,2	0 0	0,0	0 0,0 5 8,0	0	0,0	4 1	6,0 77,
Marin County, CA Napa County, CA Sacramento County, CA	CA CA CA	Elements into Improvement Projects Resolution No. 2013-01 Ordinance No. STA 04-01	County internal policy County resolution County tax ordinance County tax ordinance	2007 2013 2004 2004	252.409 136.484 1.418.788 3.095.313	3	3; 3,6 3; 3,6 3; 3,6 5; 6,0	2	2 8,0 5 20,0 2 8,0 2 8,0	5 5 5	12,0 12,0 12,0 7,2	2 6,4 4 12,8 0 0,0 5 16.0			,0 ,0 ,0	0 0,0 2 3,2 3 4,8	0	0,0; 0,0; 0,0;	0 0,0 5 8,0 0 0,0	0		4 1 0	6,0 77, 0,0 28, 0,0 52,

	-					Intent :Weigh		and modes		rojects Weighte		eptions Weighted		nectivity Weighter		sdiction Weighted	Fle	xibility Weighted	C	ontext Weighted		Metrics Weighted		nentation Weighted	
Agency		Policy name	Туре	Year		Points points		points	Points		Points		Points				Points	points	Points		Points			points	Total score
La Plata County, CO	CO	Resolution No. 09-11-13	County resolution	2007	51.334 618.754	1	1,2	4 16,0	0	5 12	0 0	0,	0 (0 0	,0: 0	0,0	C	0,	0: (0,	,0	0 0,	0	0,0	0 29 ,
Lee County, FL Manatee County, FL	FL	Resolution No. 09-11-13	County resolution County resolution	2009		5	1.2	1; 4,0 5; 20,0	0	0 0	0 4	12, 0,	8	0	,0; 2 ,0; 0	0,0	<u> </u>	0,	U;	8,	,0; .0:	0 0,0	1 4	16,0 0,0	
Miami-Dade County, FL	·FL	Resolution R-995-14	County resolution	2014		5.	1,2 6,0	5 20,0		5 12		0,			,0 2	3,2		0,			.0:	0 0.0	1	4,0	
Polk County, FL	FL	Complete Streets Policy	County policy	2012	602.095	1;	1.2	5 20,0	0	5 12	0 0	0,	0	5 2	,0; 0	0,0	3	2,	4 5	5 8,	,0	0 0,		0,0	0 45,0
Cobb County, GA	GA	Complete Streets Policy	County internal police	y 2009	688.078	3	3,6	4; 16,0	0	5 12	0 0	0,	0 (0 0	,0; 0	0,0	3	2,	4; (0 0,	,0	0 0,); 0	0,0	0 34 ,0
DeKalb County, GA	CA	Transportation Plan Appendix B: Complete Streets	County recolution	2014	691.893		2.0	1 10/		2 7	2 2				0 0						.0	5 4.0		0,0	
Rockdale County, GA	GA GA	Policy:R-2015-07	County resolution County resolution	2015			3,6 6,0	4 16,0 5 20,0	0	3 7 5 12	0 4	6, 12,	8	5 2	,0; 2 0; 2	3,2		2,	6	5 8	0;	3 4,1): 4	16,0	0 50, 8
Honolulu County, HI	HI	;Bill No. 26 (2012)	County legislation	2012	953.207		1,2	4; 16,0		5 12		12,		0 0	,0; 2	3,2	5	4,	0; 5	5 8,	,0	5 4,	4	16,0	0 77.
Kauai, HI	HI	Resolution No. 2010-48 Draft 1	County resolution	2010	67.091	5	6,0	4 16,0	0	5 12	0 1	3,	2 (0 0	,0 2	3,2	C	0,		0,	,0	0 0,) 2	8,0	
Maui County, HI	HI	Resolution	County resolution	2012		1;	1,2	4 16,0		0 0		0,			,0 0	0,0		0,	·	-1	,0;	0 0,		4,0	
Ada County Highway District, ID Cook County, IL		Resolution No. 895 Ordinance	County policy County legislation	2009		3	6,0 3,6	5 20,0 4 16,0		5 12 5 12		12, 12,			,0; 0 ,0; 2	0,0		1,		5 8.	,0; n:	0 0,0		0,0 16,0	
Cook County, IL	# -		County internal polic				3.6	4, 16,0		5 12		0,			,0, 2	0.0		0,		0 0		0 0		8,0	
DuPage County, IL	ΪĽ	Healthy Roads Initiative	County resolution	2004			3,6 1,2	0,0	0		2 0	0,	0: (0 0		0,0		1,		5 8,	,0;	0 0,	0	0,0	0 18,0
	1	Policy on Infrastructure Guidelines for Non-motorized							1	1			-			}		1	1						}
Lake County, IL	IL.	Travel Investments	County policy	2010			3,6	3 12,0		5 12		12,		0 0		0,0	5	4,		5 8,	,0;	5 4,0): 3	12,0	0 68,
Johnson County, KS Baltimore County, MD	KS	Resolution No. 041-11 Resolution 126-13	County resolution County policy	2011	544.179 805.029	1:	1,2 3,6	5 20,0 4 16,0		5 12 5 12		0, 12,	0; (,0; 2 ,0 5	8,0		0,		U 0,	,0¦	0 0,0		0,0 16,0	0 36, 4
Montgomery County, MD	MD		County legislation	2014			6,0	5 20,0		3 7		12,		5 2		4.8		4.		5 8	.0:	0 0,		0,0	0; 64, 8
	1	Complete and Green Streets Policy (County Code Sec.				T		3	-		7	† 	Ť		-	1		1	7			-221	1		1
Prince George's County, MD	MD		County legislation	2013	863.420	5	6,0	3 12,0	0	3 7	2 1	3,	2 (0 0	,0 3	4,8		0,	0 5	5 8,	,0	0 0,	1	4,0	0 45,
Genesee County Parks & Recreation				1	45			_						_				}			J				
Commission, MI Grand Traverse County Road Commmission,	MI	Complete Streets Reslution #009-10	County resolution	2010	425.790	1;	1,2	5 20,0	U) I	0 0	0 0	0,	U:	5 2	,0 0	0,0		0,	U:	0,	,0	0,0	0	0,0	0 23,
MI	MI	Resolution 13-08-03	County resolution	2013	89.986	1	1,2	4 16.0	0	0 0	0 0	0.	0	0 0	.0 2	3.2		0.	0 (0 0	.0	0 0.0	1	4.0	0 24,4
Ingham County Road Commission, MI	MI		County resolution	2010				4 16,0		3 7	2 0	0,			,0, 2	3,2		0,			,0;	0,1		0.0	
Jackson County, MI	MI	Resolution	County resolution	2006	160.248		1,2 3,6	4 16,0	0	5 12	0 0	0,	0; (0 0	,0 0	0,0	3	2,		0,	,0;	0 0,	0	0,0	0: 34,0
Macomb County, MI	MI	Resolution R14-137	County policy	2014		1	1,2 3,6	4 16,0	0	5 12	0 4	12,	8	5 2	,0: 0	0,0	C	0,	0: (0 0,	,0	0 0,); 1	4,0	0 48,0
Clay County, MN	MN	Resolution 2011-49	County resolution	2011		3		5; 20,0		5 12		3,			,0 2	3,2		4,		5 8,	,-,	0 0,0		4,0	
Hennepin County, MN Hennepin County, MN	MN		County resolution County policy	2009		1	1,2 3,6	5 20,0 5 20,0		3 7 5 12	2 0 0 4	0, 12,		<u> </u>	,0 2	3,2	2	1,		0, 5 8	,0¦	0 0,0); 2	8,0 16,0	0 41, 2
Wilkin County, MN	MN	Resolution	County resolution	2011		3	3.6	5 20,0	Ŏ	5 12		12,	8	5 2	,0 2	0,0	ř	4,			,0, ,0;	0 0,	3	12,0	0 74,4
Jackson County, MO	:MO	:Resolution #17963	County resolution	2012	674.158	5	6,0	5; 20,0	0	5 12	0 0	0,	0 :	5 2	,0; 2	3,2	C	0,		0,	0	0 0,); 1	4,0	0 47,
St. Louis County, MO		Bill No. 238, 2013	County legislation	2014		1	1,2	5 20,0		5 12		0,		5 2	,0 2	3,2	2	1,		74	,0	0 0,	::	8,0	0 56, 0
Dawson County, MT	MT	Resolution No. 2014-28	County policy	2014		5;	6,0	5 20,0		5 12		16,		5 2	,0 3	4,8	5	4,	0 5	5 8,	,0;	5 4,) 3	12,0	0 88,
Camden County, NJ Essex County, NJ	NJ NJ	Complete Streets Policy Resolution	County resolution County resolution	2013		3;	3,6 3,6	3; 12,0 3; 12,0		5 12 5 12		12, 12,		0	,0; 0 ,0; 0	0,0		2,	4: (0,	,U;	0 0,0	1	4,0	
Hudson County, NJ	:NJ		County resolution	2012	634.266	3	3,6	1 4.0		5 12		12,		0 0		0.0		2,		5 8		0 0,		0,0	0 46,
Mercer County, NJ	NJ	Resolution	County resolution	2012		3	3,6	3 12,0		5: 12		12,		0 0	,0: 0	0,0	:3	2,	4 (0,	,0;	0 0,	0	0,0	0 42,8
Middlesex County, NJ	NJ	Resolution 12-1316-R	County resolution	2012	809.858	1;	1,2	4 16,0		5 12		0,		0 0	,0 0	0,0	C	0,	0 (0,	,0;	0 0,	0	0,0	0 29,
Monmouth County, NJ	:NJ	Resolution	County resolution	2010			3,6	3 12,0		5 12		12,		5 2	,0; 2	3,2	3	2,	4: (,0	0 0,); 1	4,0	
Passaic County, NJ	NJ NJ	Resolution 201410106 Resolution 16-743	County resolution	2014	501.226 323.444		3,6	1; 4,0 3 12,0		5 12		0, 12,		5 2	,0; 3	4,8	3	2,	4: 5	5 8,		0 0,0); 1	4,0	0 40,
Somerset County, NJ Bernalillo County, NM	INJ 		County resolution County legislation	2015			3,6 1,2	3; 12,0 4: 16.0		0; 0 5: 12		12,		0 0	,u;	0.0		2,		0,	,0; n:	0 0,0	1	4,0	0 38, 0 52, 0
Doña Ana County, NM	:NM	Resolution 09-114	County resolution	2009	209.233			4: 16,0		5 12		6,		5 2	.0: 0	0.0		2.	4	5 8.	L.	0 0.	3		
Allegany County Planning Board, NY	NY	Complete Streets Policy	County resolution	2010	48.946	1	6,0 1,2	4 16,0	0	0 0	0 0	0,	0	5 2	,0; 3	4,8	C	0,	0; (0,	,0	0 0,) 0	12,0 0,0	
Cattaraugus County Planning Board, NY	NY		County resolution	2009		1:	1,2 1,2	4 16,0			0 0	0,		0 0	,0 3	4,8	C	0,	0 (,0:	0 0,	0	0,0	
Chautauqua County, NY	NY	Resolution 122-15	County resolution	2015		1;		3 12,0		0; 0		3,		0 0	,0 0	0,0		0,	0 5	5 8,	1-1	0 0,0	0	0,0	
Dutchess County, NY Erie County, NY	NY NY	Resolution NO. 2016244 Resolution	County resolution County resolution	2016	297.488 919.040	5;	6,0 3.6	4 16,0 4 16.0	0	2 4	8 5 2 1	16,	0;	5 2	0 5	8,0		4,	υ; λ:	5 8,	,0; n'	5 4,0	4	16,0 0,0	0 84, 8
Essex County, NY	NY	Complete Streets Policy	County policy	2012		1		4 16,0		5 12		3,	2	5 2	,0 2	3,2		2,	4	5 8	0:	0 0,	,	0,0	
Nassau County, NY	NY	Resolution	County resolution	2013		3;	1,2 3,6	3 12,0		0; 0		3,	2; (0 0	,0 0	0,0		1,	6 (0,	,0;	0 0,	0	0,0	0 20,4
Orange County, NY	NY	Complete Streets Policy	County policy	2017	372.813	5	6,0 3,6	5 20,0	0	5 12	0 5	16,	0;	5 2	,0 5	8,0	5	4,			,0;	5 4,		12,0 0,0	0 92, 0
Suffolk County, NY	NY	Resolution	County resolution	2012				5; 20,0		0 0		3,			,0; 0	0,0		0,		5 8,		0 0,			
Ulster County, NY Westchester County, NY	NY NY		County resolution	2009	182.493 949.113		6,0 1,2	0 5 20,0		5 12	2 0	6,			,0 ,0 0	0,0		2,			,0; .0;	0 0,0		0,0	
Westcriester County, NY	- INT	Resolution to Endorse and Support a Complete Streets	County legislation	2013	949.113	 	1,4	20,0	9	<u>/</u>	4	0,		<u> </u>	,0 0	0,0	 	0,	<u> </u>	0,	.0	0, 0,	,,	0,0	20,
Richland County, SC	sc	:Policy	County resolution	2009			3,6	2 8,0		5 12	0 0	0,			,о о	0,0		1,	6 5	5 8,	,0	0 0,		4,0	0 37,
Richland County, SC	SC	Complete Streets Program Goals and Objectives	County legislation	2010	384.504	3:	3,6	4 16,0	0	3 7	2 0	0,	0: (0 0	,0 5	8,0	C	0,	0 (0 0,	,0:	5 4,	3	12,0	0 50, 8
Dishland County SC		Complete Streets Program Goals and Objectives &	County loci-l-ti-	2041	204 50	2	2.6	40.	0	-	2	_		0 0	0 -						0	-		40.	
Richland County, SC Spartanburg County, SC		Ordinance No. 017-11HR Resolution No. 07-30	County legislation County resolution	2011		3:	3,6	4 16,0 3 12,0		3 7 5 12	0 0	0, 0,			,0; 5 ,0; 0	8,0		0,		0,	,0; n;	5 4,0 0 0.0		16,0 0,0	
Salt Lake County, UT	UT		County legislation	2010			6,0	5 20,0		5 12		9,			.0. 3	4,8		4,		5 8,		0 0,		0,0	0 64,4
Pierce County, WA	:WA	Complete Streets Ordinance (Ord# 2014-44)	County legislation	2014	795.225		1,2 1,2	4 16,0	0	3 7 5 12			2 (0 0	,0 2	3,2	C	0,	0 (0,	,0:	0 0,	0	0,0	0: 30,8
La Crosse County, WI	WI		County policy	2011	114.638	1	1,2	5 20,0	0	5 12	0 1	3,	2; (0 0	,0 2	3,2	2	1,	6 5	5 8,	,0;	0 0,) 2	8,0	0; 57,
City policies	AK	Resolution No. 4704	City resolution	2015			2.6	47	ó(01		0'		0		,	······			0'	0		<u>,</u>	0,
Fairbanks, AK North Pole, AK	AK		City resolution City resolution	2015	97.581 2.117	3:	3,6 3,6	1; 4,0 1; 4,0		0 0	0 0	0, 0,	0: (0 0		0,0		0,			,0¦ :0:	0 0,0		4,0 4,0	
Anniston, AL	AL		City resolution	2012		3	3,6	0,0		2 4		0,			,0: 3	4,8		0,			,0; .0;	0 0,		0,0	0, 15,
Bessemer, AL	AL	Resolution	City resolution	2012			1,2	3 12,0		5 12		0,			,0 0	0,0		1,			,0;	0 0,	لتسممما	0,0	0 36,
Chickasaw, AL	AL	Complete Streets Resolution	City resolution	2009	6.106		3,6	4 16,0	0	5 12	0 0	0,	0 (,0; 0	0,0	C	0,		0 0,	,0	0 0,) 0	0,0	0 31,0
Daphne, AL	AL		City resolution	2009		3:	3,6	2 8,0		5 12		0,		0 0	,0 0	0,0		0,		0,	,0:	0 0,0	0	0,0	
Fairhope, AL Homewood, AL	AL		City resolution	2009		3;	3,6	2 8,0		5 12 5 12		0,		0 0		0,0		0,	ilanana.	-h	,0; n:	0 0,0	J	0,0	
Homewood, AL Midfield, AL	Al	Resolution No. 12-51	City resolution City resolution	2012	25.167 5.365	} }	1,2	3 12,0 4 16.0	0	5 12 5 12	Ö	0, 0	0	5 2	0 0	0,0	2	1/	, ,	58,	,0; .0;	0 0,0	,	0,0	
Mobile, AL	AL	Resolution	City resolution	2012		i	1,2	5 20,0	0	3 7	2 0	0.	0: 0	ō	,0, 0	0.0	i c	0.	ō č	ō .	,0;	0 0.	0	0,0	0 28,4
Montevallo, AL	AL	Resolution 04222013-400	City resolution	2013	6.823	5;	6,0	5 20,0		5 12		12,		5 2	,0 2	3,2		4,			,0;	0 0,		8,0	0; 76, 0
Montgomery, AL Orange Beach, AL	AL	Resolution 257-2013	City resolution City resolution	2013	205.764 5.441	1	1,2 1,2	3 12,0	0	5 12	0 0			5 2	,0 0	0,0	C	0,	0: 5	5 8,	,0;	0 0,		0,0 0,0	
Orange Beach, AL	AL	Resolution No. 10-097			5.441	1		4; 16,0		5 12				0 0	,0; 0	0,0		1,	6: 5	5 8,	,0;	0 0,0			0 42,0
Pleasant Grove, AL Prattville, AL	¦AL ¦ΔI	Resolution 80612G Resolution	City resolution City resolution	2011	10.110 33.960	1	1,2 1,2	3 12,0 4 16,0	U _i	5 12 5 12		0, 0,		0 0	0 0	0,0		1,			,0; .0;	0 0,0		0,0	
Sylvan Springs, AL		Resolution Resolution No. 11-111	City resolution	2010	1 542	 		+; 10,0	Ď	5 12 5 19	0 0	0,	Ď:									0 0,		0,0	o, ∠9,7
Conway, AR	AR	Ordinance No. O-09-56	City resolution City legislation	2012	1.542 58.905	5	1,2 6,0	3 12,0 4; 16,0	Ö	5 12 3 7	2 1	0, 3,	2 (0 0	,0; 0 ,0; 0	0,0	·····-	1,	Ŏ; Č	ŏ Ö.	,0; ,0;	. ŏ	i	0,0 0,0	0 36, 1
Hot Springs, AR	AR	Complete Streets Policy	City policy	2015	35.193	3:	3,6	5, 20,0	0	5 12	0 4	12,	8		0 2	3,2		4,	0; 6		0	5 4,) 3	12,0	0 81,
i lot opings, Art					400 504	,	6,0	5 20,0							*********	2			y						at
Little Rock, AR	AR	Ordinance	City legislation	2015	193.524	5:				5 12		16,	U: :	2	,0 2	3,2	3	2,	4;	5 8,	,0;	0 0,0) 4:	16,0	0 85 ,0
Little Rock, AR North Little Rock, AR	AR AR	Ordinance Resolution No. 74-25	City legislation City policy	2009	62.304	5 3	3,6	4 16,0	0	5 12	0 1	3,	2; (0 0	,0; 2 ,0; 0	0,0	5	2, 4,			,0; ,0;	0 0, 0 0,		16,0 0,0	0 38, 0
Little Rock, AR North Little Rock, AR Mesa, AZ	AR AR AZ	Ordinance Resolution No. 74-25 Complete Streets Policy	City legislation City policy City policy	2009	439.041	5	3,6 6,0	4 16,0 5 20,0	0	5 12 3 7	0 1	3, 6,	4		,0; 2 ,0; 0 ,0; 3	0,0 4,8		4,	0: 5	5 8,	,0	0 0,	3	12,0	0 70, 4
Little Rock, AR North Little Rock, AR	AR AR AZ	Ordinance Resolution No. 74-25 Complete Streets Policy Ordinance S-41094 & Ordinance G-5937	City legislation City policy	2009	439.041 1.445.632	5 5	3,6	4 16,0	0 0 0	5 12	0 1 2 2 0 0	3,	2 (4 (0 0	,0 2 ,0 0 ,0 3 ,0 0	3,2 0,0 4,8 0,0	C		0;	5 8, 0 0,); 3); 4	16,0 0,0 12,0 16,0 4,0	0 70, 4

						tent		nd mode		rojects	Excep		Con	nectivity		diction		xibility		ontext		trics	Impleme		L
		_				Weighted		Weighted		Weighted		Veighted		Weighte		Weighted		Weighter		Weighted		Weighted		/eighted	
gency bany, CA	State Policy name CA Complete Streets Policy	City policy	Year 2013	Population I 18.536	Points :	points	Points	points 20.	Points	points 12.0	Points p	oints	Points	points	Points	points	Points	points	Points	points	Points	points	Points p	oints 4 0	Total
erican Canyon, CA	CA Complete Streets Policy CA Resolution 2012-72	City policy City policy	2012	19.454	5	6,0	5	20,		5 12,0	5	16,0	5	2	2,0	3,2	······	0	.0;	5 8,	0 0		0 2	8,0	}
ioch, CA	CA Resolution No. 2012/57 CA Resolution	City resolution	2012	102.372	3	3,6	3	12,		5 12,0	4	12,8	5	5 2	,0 2	3,2	2 (0 0	,0;	5 8,	0 5	4,	0 1	4,0	Ĺ
erton, CA	CA Resolution	City resolution	2012	6.914	3	3,6	5	20,		5 12,0	4	12,8		2	,0 2	3,2	2 (0	0	5 8,	0; 0	0,	0 1	4,0	Ļ
isa, CA	CA Complete Streets Policy	City policy	2011	43.361	1	1,2	5	20,		5 12,0	4:	12,8			,0; 2	3,2	2	2 1	6:	5 8,	0 0	0,		16,0	ļ
dwin Park, CA	CA Complete Streets Policy CA Resolution	City policy	2011	75.390 25.835	5	6,0		16,		5 12,0 5 12,0	4:	12,8			2,0; 5 2,0; 2	8,0) 5	0 0	,0;	5 8,	0 5	4,		16,0	j
lmont, CA lvedere, CA	CA Resolution No. 2015-33	City resolution	2015	20.830	5	3,6 6,0		20, 4		5 12,0	4	12,8 12,8			0 5	3,2		3)0	0	5 8,	0. 0	0, 0		16,0 4.0	j
keley, CA	CA Resolution 65,978-N.S.	City resolution	2013	112.580		1.2	5	20,		5 12,0	4	12,8			,0 2	3,2	;;	3	0:	5 8	0, 0		0 4	16,0	j
entwood, CA	CA Resolution	City resolution	2012	51.481	3	3,6	3	12,		5 12,0	3:	9.6	5		2,0; 2	3.2		0	.0:	5 8.	0 0	0.	0 1	4,0	j
rlingame, CA	CA Resolution No. 77-2012	City resolution	2012	28.806	1	1,2 6,0		20,		5 12,0	4	12,8	5		2,0; 2	3,2	2 (0 0	0	5 8,	0: 0	0,	0 2	8,0	
listoga, CA	CA Resolution No. 2013-003	City resolution	2013	5.155	5;	6,0	5	20,		5 12,0	4	12,8	5	2	,0 2	3,2	2 (0	0	5 8,	0; 0	0,	0 4	16,0	(
mpbell, CA	CA Resolution	City resolution	2013	39.349	5	6,0		20,		5 12,0	4	12,8	5		,0; 2	3,2	2 (0	0;	5 8,	0 0	0,		16,0	
yton, CA	CA :Resolution No. 02-2013	City resolution	2013	10.897	3	3,6	3	12,		5 12,0	3	9,6	5		,0; 2	3,2	2	0	0;	5 8,	0 0	0	I;	4,0	J
ma, CA ncord, CA	CA Resolution No. 2012-41 CA Resolution No. 12-89	City resolution City resolution	2012	1.792 122.067	3	3,6	5	20, 12		5 12,0 5 12.0	4;	12,8	5		,0; 2 .0 2	3,2		J) U	0;	5 8,	0	0,	0 4	16,0 4,0	j
tati. CA	CA Resolution 10. 12-69	City resolution	2012	7.265	3	3,6	5	20.		5. 12.0	3 4	12.8			.0 2	3,2) 1	n:	5 8	0, 0	4.	n: 4	16.0	ļ
y City, CA	CA Resolution	City resolution	2012	101.123	3	3,6		20,		5 12,0	5	16,0			0 2	3.2		0	0:	5 8		0,		8,0	j
ville, CA	;CA ;Resolution No. 5-2013	City resolution	2013	42.039	3	3,6		12,		5 12,0	3	9.6	5		.0: 2	3.2		0	.0:	5 8.	0 0	0.		4.0	J
on, CA	CA Complete Streets Resolution	City resolution	2016	18.351	5	6,0		20,		5 12,0	3	9,6	5	2	,0 5	8,0): (0	0	5 8,	0: 0	0,		4,0	-
olin, CA	CA Resolution No. 199-12	City policy	2012	46.036	1;	1,2	5	20,		5 12,0	4	12,8		5 2	,0 5	8,0); 5	5 4	0	5 8,	0; 0	0,	0 1	4,0	Ĺ
t Palo Alto, CA	CA Resolution No. 4359 CA Resolution No. 13-03	City resolution	2012	28.155	1)	1,2 6,0	5	20,	.0	5 12,0	4	12,8		5 2	,0; 2	3,2	2 (0	0;	5 8,	0 0	0,		16,0	ļ
eryville, CA		City policy		10.080	5			20,		5 12,0	4;	12,8		5 2	,0; 2	3,2	2	5 4	.0;	5 8,	0 5	4,	· · · · · · · · · · · · · · · · · · ·	4,0	j
rfax, CA ster City, CA	CA Resolution No. 2527 CA Resolution 2012-63	City resolution	2008	7.441 30.567	1	1,2	3	12,		3 7,2 5 12,0	0	0,0 12,8			0,0	0,0	J:	0	0	0 0,	0: 0	0,	0 0	0,0 16,0	į
emont, CA		City resolution City resolution	2012	214 089	3:	3,6	5	20, 12,		5 12,0	4	12,8		5 2	2,0 2	8,0) -	5 4	0:	5 8,	0, 0	0,	0 4	16,0	
roy, CA	CA Resolution No. 2013-32 CA Resolution 2012-	City resolution	2013 2012	48.821	5:	3,6 6,0	,	20.		5 12.0	4	12.8		j5	.0. 5	8 0	j	j}	Ŏ:	5 8	ö:		0 4	16.0	}
rov. CA	CA Resolution 2012-	City resolution	2012	48.821	5	6,0	5	20,		5 12,0	3	9,6	5	5 2	,0, 5	8,0); (o o	0	5 8.	0: 0	0,	0 2	8,0	·
f Moon Bay, CA	CA Resolution No. C-58-12	City resolution	2012	11.324	1	1,2	5	20,	0	5 12,0	4	12,8	5	2	,0 2	3,2	2 (0	0	5 8,	0: 0	0,	0 4	16,0	Ĺ
ward, CA	CA Complete Streets Policy	City policy	2013	144.186	1)	1.2	5	20,		5 12,0	4	12,8			,0; 2	3,2	2	2 1	6:	5 8,	0 5	4,		16,0	[
aldsburg, CA	CA Resolution No.128-2012	City resolution	2012	11.254	1	1,2		20,		0,0	0	0,0			2,0; 2	3,2	2 (0 0	,0;	0 0,	0 0	0,		16,0	-
cules, CA mosa Beach, CA	CA Resolution No. 13-008 CA Living Streets Policy	City resolution	2013	24.060 19.596	3	3,6	3	12, 16		5 12,0 5 12.0	3	9,6 12.8			2,0 2	3,2		0		5 8,	υ: <u>0</u>	0, 4		4,0 16,0	j
mosa Beach, CA sborough, CA	CA Living Streets Policy CA Resolution No. 12-	City policy City resolution	2012	19.596	5;	6,0 1,2	4	16, 20,		5; 12,0; 5; 12,0	4	12,8 12,8			,0 5 ,0 2	8,0		5 4	0	5 8,	0: 5	4 ,	0 4	16,0 8,0	ļ
ntington Park, CA	CA Resolution No. 2012-18	City resolution	2012	58.114	5	6,0	4	16.		5 12,0	4	12,8			2,0; 5	8.0	,	3 4	0	5 8	0; 0	4,	0 4	16,0	J
kspur, CA	CA Complete Streets Policy	City policy	2012	11.926	5	6,0		20.		5 12.0	5	16,0			2,0: 2	3,2		0		5 8.		0.		4.0	ļ
ermore, CA	CA Resolution 2013-007	City policy	2013	80.968	5	6,0		20,		5 12,0	4	12,8			,0 0	0,0		5 4	0	5 8,		4,		12,0	!
Altos Hills, CA	CA Complete Streets Policy (Resolution 8-13)	City policy	2013	7.922	5	6,0		20,	0	5 12,0	3	9,6	5	2	,0 2	3,2	2	0	0	5 8,	0 0	0,	0 0	0,0	<u> </u>
Altos, CA	CA :Resolution 2015-41	City resolution	2015	28.976	3	3,6	5 5	20,		5 12,0	4:	12,8	5		,0; 2	3,2	2 (0 0	0:	5 8,	0 0	0,	Ti	16,0	
tinez, CA	CA Resolution No. 12	City resolution	2012	35.824	3	3,6	3	12,		5 12,0	3	9,6	5		,0 2	3,2	2	0	0	5 8,	0 0	0,		4,0	į
nlo Park, CA Valley, CA	CA Resolution No. 61-23	City resolution	2013	32.026 13.903	1;	1,2 1.2	5	20, 20.		5 12,0 5 12.0	4	12,8 12.8			,0 2 .0 5	3,2	2	0	,0	5 8, 5 8	0; 0	0, 0.		16,0 16.0	į
brae, CA	CA Resolution	City resolution City resolution	2013	21.532		3,6		20,		5 12,0	4	12,8			2,0; 2	3,2		0	0	5 8,		0, 0,		16,0	j
nte Sereno, CA	CA Resolution No. 3497	City resolution	2012	3.341	3	3,6	<u>5</u>	20,		5 12,0	4	12,8			201 2	3.2)o	0	5 8	0: 0	0.		16,0	J
raga, CA	CA Resolution No. 93-2015	City resolution	2015	16.016	3:	3,6		12.		5 12.0	4	12.8		2	.0 5	8.0): 5	5 4	0;	5 8.	0: 0	0.		16,0	-
wark, CA	CA Resolution 10074	City policy	2013	42.573	5	6,0	5	20,	0	5 12,0	4	12,8	5		,0 2	3,2	2	4	0	5 8,	0; 0	0,	0 1	4,0	[
vato, CA	CA Resolution	City resolution	2007	51.904	1)	1,2	2	8,		5 12,0	0	0,0	C	0),0; 0	0,0) (0	0	0 0,	0; 0	0,	0 0	0,0	<u></u>
land, CA	CA Complete Streets Policy	City policy		390.724	5	6,0		20,		5 12,0	3	9,6	5	5 2	1,0; 5	8,0)! 5	5 4	,0	5 8,	0 0	0,	·,	12,0	i
kland, CA	CA Ordinance No. 13153	City legislation	2013	390.724	3:	3,6	5	20,		5: 12,0	0	0,0	0	0),0 3	4,8	3: (0	0	0 0,	0: 0	0,		0,0	įį
kley, CA	CA Resolution No. XX-13 CA Complete Streets Policy	City resolution	2013	35.432 7.461	5	6,0	3	12, 16,		5 12,0 5 12,0	3	9,6		2	1,0 3	4,8	31 () 0	0:	5 8,	0; 5	4,		4,0 12,0	į
i, CA ario, CA	CA Complete Streets Policy CA Resolution NO. 2016-095	City policy City resolution	2012 2016	163.924		1,2 1,2	4	20		0 0.0		0,0		2	0 2	0.0	······	2	<u></u>	5 8,	n: 5	4 ,	0	0.0	j
nda, CA	CA Resolution No. 67-12	City resolution	2012	17.643	3	3,6		12,		5 12,0	3	9.6		2	2,0 2	3.2		0	0	5 8	0: 0	ō	0	4,0	j
ifica, CA	CA Complete Streets Policy	City policy	2012	37.234	1;	1,2	3	12,		3, 7,2	4	12,8			.0 5	8,0); (0	0	5 8,	0; 0	0.		16,0	
aluma, CA	CA Resolution No. 2016-004 N.C.S.	City resolution	2016 2012	57.941 10.667	5	6,0 3,6		20,			5	16,0		5 2	,0 5	8,0) (0.	0	5 8,	0: 0	0.	0 2	8,0	[
dmont, CA	;CA ;Resolution No. 106-12	City policy	2012	10.667	3			20,		3 7,2 5 12,0	4	12,8	5			3,2	2 5	5 4	0;	5 8,	0 0	0,		4,0	[
sburg, CA	CA Resolution No. 13-11920	City resolution	2013	63.264	3	3,6	3	12,		5 12,0	4	12,8	5		,0 2	3,2		0		5 8,		0,		4,0	Ĺ
asant Hill, CA	CA Complete Streets Policy CA Complete Streets Policy	City policy City policy	2013	33.152		1,2 6,0	5	20,		5 12,0	3	9,6	5		,0 2	3,2	2) 0	,0	5 8,	0; 0	0,	0 3	12,0	j
asanton, CA icho Cucamonga, CA	CA Complete Streets Policy CA Ordinance No. 857	City policy	2012	70.285 165.269	5	1,2	5	20, 20,		5 12,0 5 12,0	4	12,8 12,8			,0 2),0 5	3,2		3 4	0;	0 8,	0; 0	0, 4.	0 4	16,0 16,0	j
Iding, CA	CA Council Policy No. 1303	City legislation City policy	2012	89.861		1,2		12.		5 12,0	4	12,8			0,0; 5	8.0		7	0.	5 8	n' 5	4 ,		16.0	j
Vista, CA	CA Resolution No. 2012-092	City policy	2012	7.360	3	3,6	5	20,			4	12,8		j	2.0	3.2		1	6	5 8.	o:	0,		16,0	J
nnert Park, CA	CA Resolution No. 2012-111	City resolution	2012	40.971	3	3,6	1	4,	0	3 7,2 3 7,2	4	12,8			,0 5	8,0) · · · · · ·	o o	0	5 8.	0; 5	4,		8,0	1
s, CA	CA :Resolution No. 1718	City resolution	2010	2.415	1	1,2	3	12,	0	3 7,2	0:	0,0	C	0	,0: 0	0,0) (0 0	0:	0 0,	0 0	0,	0 0	0,0	
	Bicycle Master Plan Appendix B: Complete Streets													1		{		}							(
Anselmo, CA	CA Resolution	City resolution	2008	12.336	1	1,2 6,0	3	12,		7,2	0	0,0	<u>C</u>	0	0,0	0,0) (0	.0	0,	0: 0	0,		0,0	j
Anselmo, CA Bruno, CA	CA Complete Streets Policy CA Resolution No. 2012-	City resolution City resolution	2013	12.336 41.114	5;			20, 20,		5 12,0	3	9,6 12,8	5	2	2,0; 3 2,0; 2	4,8		0	U	2 8,	u; 0	0,	~i	8,0 8,0	j
Carlos, CA	;CA :Resolution No. 2012- ;CA :Resolution No. 2012-	City resolution	2012	28.406	3	3,6 3,6	5	20, 20,		3 7,2 5 12,0	4	12,8		2	.,0, 2	3,2	Ş	0 0	0	5 8,	u: 0	0, 0,		8,0	j
Francisco, CA	CA Resolution No. 2012-	City resolution City legislation	1995	805.235	3:	3,6		20,		0: 12,0	0	0.0		0 0	0.0: 0	0.0) 3	2 1	6	0 0.	0; 0	0,		4,0	
Francisco, CA	CA Public Works Code 2.4.13 (Ordinance No. 209-05)	City legislation	2005	805.235	5	6,0	2	8,		5. 12,0	0	0,0			0,0	3,2		0	0	0 0.	0: 0	<u>0</u> ,		8,0	[
Leadro, CA		City policy	2013	84.950	1	1,2		20,		5 12,0	3	9,6			,0 2	3,2		5 4	,0;	5 8.	0; 0	0,		4,0	r
ta Clara, CA	;CA ;Resolution No. Bos 2012-436	City resolution	2012	116.468	3	3,6	5 5	20,	0	5 12,0	4	12,8	5	5 2	,0 2	3,2	2 (0		5 8,		0,	0 3	12,0	
ta Rosa, CA	CA Resolution No. 28727	:City resolution	2015	167.815	3:	3,6	5	20,		5: 12,0	4	12,8			,0 2	3,2	2 (0 0		5 8,	0: 5	4,		8,0	1
itoga, CA	CA Resolution	City resolution	2012	29.926	3	3,6		20,		5: 12,0	5	16,0			,0 2	3,2		0	-	5 8,	0; 0	0,		16,0	
astopol, CA	CA Resolution No. 5891	City resolution	2012	7.379 10.648	3	3,6	5	20,	,U(5 12,0	4	12,8	ļ <u>5</u>	2	2,0	3,2	<u> </u>	0	U:	5 8,	U: 0	0	U 4	16,0	j
oma, CA th San Francisco, CA	CA Resolution NO. 43-2015	City resolution	2015		<u>5</u>	6,0	5	20, 20,	, V	5 12,0 5 12,0	4	12,8 12,8	ļ	:	2,0; 2 2,0; 2	3,2	,	0	,v;	5 8, 5 8,	0	0,	0 4 h	16,0	j
lelena, CA	CA Resolution CA Resolution No. 2012-	City resolution	2012	5.814	S	6,0	5	20,	0	5; 12,0 5; 12,0	4	12,8	2	J5	,0 2	3,2	;	0		5 8,	Ŏ:Ŭ	<u>0,</u>	0 3	12,0	j
sun City CA	CA Resolution	City resolution	2012	28 111	5	6.0	5	20,			4	12,8				8,0		0		5 8,		0,		12,0	
sun City, CA on City, CA	CA Resolution CA Complete Streets Policy	City policy	2012 2012	28.111 69.516	-	6,0 1,2	5	20,		5 12,0 5 12,0	3	9,6	······	2	,0; 5 ,0; 2	3 2		5 4	0	5 8	ō:ŏ			4,0	j
aville, CA	CA Complete Streets Policy	City policy	2012	92.428	1	1,2	4	16,		5 12,0	3	9,6		5 2	,0 3	4,8	3	0	0	5 8,	0 5	4,		0,0	-
ejo, CA	CA Resolution No. 12-155 N.C.	City resolution	2012	115.942	5:	6,0 1,2) 4	16,	,0	5 12,0	3	9,6	5	2	,0 2	3,2	2 (0		5 8,		0,		4,0	
dsor, CA	CA Resolution NO. 2976-13	City resolution	2013 2012	26.801	1;	1,2	2	8,	0	0 0,0 5 12,0	0	0,0		0	0 (0,	0,0) (0 0		0,		0,		0,0	<u> </u>
ntville, CA	CA Resolution Number 3062-12	City resolution	2012	2.933	5	6,0) 4	16,		5 12,0	3	9,6	5		,0; 2	3,2			,0;	5 8,		0,		4,0	
ver, CO	CO Complete Streets Policy	City internal policy	2011		1	1,2	5	20,		5 12,0	1	3,2	0		0,0	0,0		5 4		5 8,		0,		4,0	
den, CO eld, CT	CO Resolution No. 2059 CT Complete Streets Policy	City resolution	2010	18.867 44.654	5	6,0 6,0	4	16, 20,	0	3 7,2 5 12,0	0	0,0 12,8	Ç	0	,0 0 ,0 5	0,0 8,0	(0	0	0 0,	U: 0	0,		0,0 16,0	ş
iciu, O I	An Ordinance Amending Chapter 31 - Streets and	City policy	2015	44.054	5	0,0	, 5	∠0,	.0)	12,0	4	12,8	5	·2	.,0 5	8,0	3	2	~ 	8,	v.	0,	4	10,0	
	Sidewalks - Of the Hartford Municipal Code to Add				- 1					1 1	1				1	}	1	{	1				1 1		1

		<u> </u>		4		Inte		Users and m			ceptions		nectivity	Jurisdiction		exibility	Con		Metri		Impleme		J
Agency	Stat	Policy name	Туре	Voor	Population		eighted	Weig Points point		Weighted s points Points	Weighted points		Weighte	d Weighted Points points		Weighte	Points p	Veighted	Points po	eighted	Points p	Veighted	Total score
Middletown, CT		Ordinance No. 05-16	City legislation	2016	47.648	3	3,6	4	16,0	5 12,0	1 3,			,0 5 8,	.0	0 0	,0: 0	0,0		0,0	2	8,0	
New Haven, CT	CT CT	:Complete Streets Order	City legislation City resolution	2008	129.585	1	1,2	4	16,0	5 12,0	0, 0,	0 (āhaaaaaa	,0; 0) 0,	0	2 1	,6; 0	0,0	0	0,0	4	16,0	0 46
Portland, CT	CT CT	Complete Streets Policy	City policy	2016	8.732	5	6,0	3	12,0	5 12,0	4 12,			,0 2 3,	2		,4 5	8,0	5	4,0	2	8,0	0 70
South Windsor, CT Stamford, CT	CT	Complete Streets Policy Chapter 231, Article XII	City policy	2016		3;	3,6 1,2	5	20,0	0 0,0 5 12,0	0 0,0 5 16,0			,0 5 8, 0 3 4	0:	0 0	,0; 0 0: 0	0,0	0	0,0	4	16,0 4,0	
West Hartford, CT	CT	Resolution Adopting a Complete Streets Policy	City legislation City resolution	2015	63.268	5	6,0	5	20,0	5 12,0	5, 16,			.0: 5 8.	o: n:	3	4 5	9.0	5	4 0	4	16,0	
Auburndale, FL	FL	Complete Streets Policy	City resolution	2012		1:	1,2	5	20,0	5 12,0	0, 0,			.0: 0 0.	0:	3 2	4 5	8.0	. 0	0.0	0	0,0	
Bartow. FL	FL	Complete Streets Policy	City policy	2012		1	1,2	5	20.0	5 12.0	0 0.			.0 0 0.		3 2	.4 5	8.0	0	0.0	0	0.0	0 45
Bonita Springs, FL	FL.	Resolution	City resolution	2014	43.914	3	3,6	5	20,0	5 12,0	0 0,	0		,0: 0, 0,	0	5 4	,0: 5	8,0	0	0,0	4	16,0	0 65
Cape Canaveral, FL	;FL	Resolution No. 2011-09	City resolution	2011	9.912	3	3,6	4;	16,0	5 12,0	0; 0,	0		,0; 2 3,	2	2 1	,6; 5	8,0	0	0,0	0	0,0	0 46
Cape Coral, FL	FL	Resolution 124-15	City resolution City resolution	2015	154.305	3	3,6	5	20,0	5 12,0	0, 0,	0	5 2	,0 2 3,	2	5 4	,0 5	8,0	0	0,0	4	16,0	
Casselberry, FL	;FL	Resolution 16-2902	City resolution	2016	26.241	5;	6,0	5	20,0	5 12,0 5 12.0	0 0,	0;	5 2	,0 5 8,	.0:	5 4	,0 5	8,0 8.0	5	4,0	5	20,0	J; 84
Cocoa Beach, FL Cocoa, FL	;FL ;FL	Resolution No. 2011-24 Resolution No. 2011-060	City resolution City resolution	2011	11.231 17.140	5;	6,0	5	20,0	5 12,0	0 0	2		,0; 5 8, 0; 2 3	0	0) 0	,0; 5	8,0		0,0	1	4,0	
Davenport, FL	iFL iCi	Complete Streets Policy	City resolution City policy	2011	2.888	5¦	6,0 1.2	4;	20,0	5 12,0	0: 0,			0 0 0	<u> </u>	2	,b, 5	8,0	·	0,0	0	0,0	
Delray Beach, FL		Complete Streets Policy, GA-50, REV.0	City policy	2016	60.522	5:	6,0	5	20,0	5 12,0	4 12,			,0 5 8,	0:	5 4	0 5	8.0	5	4.0	4	16,0	
Dundee, FL	FL	Complete Streets Policy	City policy	2012	3.717	1	1,2	5	20,0	5 12,0	0 0,			,0: 0 0,	0	3 2	,4: 5	8,0	0	0,0	0	0,0	0 45
Eagle Lake, FL	FL	:Complete Streets Policy	City policy	2012		1	1,2 6,0	5	20,0	5 12,0	0 0,	0;	5 2	,0: 0 0,	0	3 2	,4: 5	8,0	0	0,0	0	0,0	
ort Lauderdale, FL	FL	Complete Streets Policy	City policy	2013		5		3	12,0	5 12,0	5; 16,		5 2	,0; 5 8,	0	2 1	,6; 5	8,0	5	4,0	4	16,0	
Fort Meade, FL	FL	Complete Streets Policy	City policy	2012		1;	1,2	5	20,0	5: 12,0	0 0,0			,0 0 0,			,4 5	8,0	0	0,0	0	0,0	
Fort Myers, FL		Resolution	City resolution	2011	62.298		1,2	2	8,0	5 12,0	0 0,			,0 2 3,	.2:	0 0	,0 5	8,0	; 0	0,0	1)	4,0	
Frostproof, FL Grant-Valkaria. FL	FL.	Complete Streets Policy Resolution No. 07-2011	City policy City policy	2012	2.992 3.850	1; 	1,2	5	20,0 16.0	5 12,0 5 12.0	0 0,0	U;	5 2	,0; 0 0,	0	3)2	,4;5	8,0	<u>0</u>	0,0	0	0,0	
Haines City, FL	FL.	Complete Streets Policy	City policy	2012			1 2		20,0	5 12,0	0 0,	<u></u>	5 2	,0; 2; 3, ,0; 0; 0;	<u></u>	3	4 5	8.0	ļ	0.0		0,0	
Highland Park, FL	······································	Complete Streets Policy	City policy	2012			1,2 1,2	5	20,0	5 12,0	0.00			,0 0 0,		3 2	.4 5	8.0	0	0.0	0	0,0	0; 45
Hillcrest Heights, FL		Complete Streets Policy	City policy	2012	254	1		5	20,0	5 12,0	0 0,0	0;	5 2	,0: 0 0,		3 2	,4: 5	8,0		0,0	0	0,0	0 45
Inverness, FL	;FL ;FL	Resolution 2016-06	City resolution	2016	7.210	3	1,2 3,6	4	16,0	2 4,8	1 3,	2	5 2	,0; 5 8,		3 2	,4; 5	8,0	0	0,0	1)	4,0	0 52
Inverness, FL	FL	Resolution No. 2017-10	City resolution	2017	7.210	1;	1,2	0;	0,0	0,0	0, 0,			,0 2 3,	2	0 0	,0 0	0,0	0	0,0	0	0,0	0 4
Lake Alfred, FL	FL	Complete Streets Policy	City policy	2012	5.015	1;	1,2	5	20,0	5; 12,0	0 0,0			,0 0 0,	0:	3 2	,4 5	8,0	0	0,0	0	0,0	0 45
Lake Hamilton, FL	;FL ;FL	Complete Streets Policy	City policy	2012	1.231	1	1,2 1,2	5	20,0	5 12,0 5 12,0	0; 0,			,0; 0 0, .0; 0 0.	U	3 2	,4: 5 4: 5	8,0	0	0,0	0	0,0	
Lake Wales, FL Lakeland, FL		Complete Streets Policy Complete Streets Policy	City policy	2012		1:			20,0	5 12,0 5 12,0	0 0,0			,0; 0; 0, ,0; 0; 0,	n'		,4; 5 .4: 5	8,0		0,0	U	0,0	
Lakeland, FL Longwood, FL	FL.	Resolution 15-1376	City policy City resolution	2012	13.657		1,2 6,0	5	20,0	3 72	0 0,0			,0; 0; 0, 0; 5; 8		3	,-, 5 4 n	8 <u>,0</u> 0.0		4.0	<u>-</u>	20,0	0; 45
Miami, FL	FL	Resolution No. 09-00274	City resolution	2009		ĭ¦	1,2	4	16,0	0 0.0	0 0.	0:		.0 2 3.	2	0 0	.0 0	0.0	Ö	0.0	1	4,0	
Mulberry, FL	FL	Complete Streets Policy	City policy	2012	3.817	1	1,2	5	20,0	5 12,0	0; 0,	0:		,0; 0, 0,	0	3 2	.4; 5	8,0	0	0,0	0	0,0	0 45
Naples, FL	;FL	Resolution 15-13719	City resolution	2015	19.537	5	6,0	4	16,0	5 12,0	0, 0,	0:	5 2	,0; 2 3,	2	3 2	,4; 5	8,0	5	4,0	4	16,0	
Orange City, FL)FL	Resolution 643-11	City resolution	2011	10.599	3:	3.6	4	16,0	5 12,0	1 3,	2: (,0 2 3,	2	2 1	,6 5	8,0	0	0,0	0	0,0	0: 47
Palm Bay, FL	FL	Resolution No. 2011-22	City policy	2011	103.190	3	3,6	4	16,0	3 7,2	0 0,			,0; 2 3,	2	0 0	,0: 5	8,0	0	0,0	0	0,0	
Polk City, FL	(FL	Complete Streets Policy	City policy	2012	1.562	1	1,2	5	20,0	5 12,0 5 12.0	0; 0,			,0; 0 0,	0	3) 2	,4; 5	8,0	0	0,0	0	0,0	
Punta Gorda, FL Rockledge, FL	(FL	Resolution 3047-13 Resolution	City resolution City resolution	2013	16.641 24.926	3	3,6 3,6	5	20,0 16,0	5 12,0	4 12, 0 0.			,0; 0 0, .0; 2 3.	0	5 4	,0; 5	8,0		0,0;	2	8,0 0,0	
Satellite Beach, FL	::::::::::::::::::::::::::::::::::	Resolution NO 948	City resolution	2014	10.109	5	6.0	2	8.0	5 12.0	4 12.			.0 2 3.	2	2 1	6 5	8.0		0,0	1	4.0	
St. Petersburg. FL	FL	Resolution 2015-40	City resolution	2015		3	3,6	5	20,0	0 0,0	0: 0,			,0: 5 8,	0	5 4	.0: 5	8.0	0	0.0	5	20,0	
St. Petersburg, FL	FL	Administrative Policy #020400	City policy	2015		1	1,2	5	20,0	3 7,2	3 9,	6	5 2	.0 5 8,	0	5 4	.0: 5	8,0	0	0,0	5	20,0	0 80
Tampa, FL	}FL	Resolution No. 2814	City resolution	2012	335.709	1;	1,2	4	16,0	5. 12,0	1 3,	2: (,0 2 3,	2:	0 0	,0; 0	0,0	0	0,0	0	0,0	0: 35
Titusville, FL)FL	Resolution No. 15-2011	City resolution	2011		5;	6,0	4	16,0	5 12,0	0 0,	0; (,0 2 3,	2	2 1	,6 5	8,0	0	0,0	0	0,0	
Winter Haven, FL	:FL	Complete Streets Policy	City policy City resolution	2012	33.874	1	1,2	5	20,0	5 12,0	0 0,	0		,0; 0) 0,	0	3 2	.4: 5	8,0	0	0,0	0	0,0	0 45
Winter Park, FL Americus, GA		Resolution No 2083-11 Resolution Adopting a Complete Streets Policy	City resolution	2011	27.852 17.041	3	3,6	4;	16,0 12,0	5 12,0 3 7,2	4 12, 0 0,	8 (0	,0; 2 3, 0; 2 3	2	0 0	,6; 5	8,0 0.0	5	4,0; 0.0	2	8,0 4,0	
Athens-Clarke County, GA	GA GA	Complete Streets Policy	City resolution	2010			1,2 6,0	5	20,0	5 12,0	4 12,		5 2	,0; 2; 3, 0: 0: 0	^	5 4	0 5	9,0		0,0		4,0	0; 68
Brunswick, GA		Ordinance No. 1048		2017	15.383	5	6.0	5		5 12,0	4 12,		0 0	,0 2 3,	2	3 2	.4: 0	0.0	. 0	0.0	4	16,0	
Carrollton, GA	GA GA	Resolution 08-2015	City legislation City resolution	2015	24.388	5	6,0 6,0	5	20,0	0 0,0	0 0,		0	.0. 0. 0.	0	0 0		0,0	·	0.0	0	0,0	0 26
Clarkston, GA	GA	Resolution	City resolution	2011	7.554	1	1,2	5	20,0	5 12,0	0 0,	0: (0 0	,0; 0, 0,	0	0 0	,0; 0	0,0	0	0,0	0	0,0	0 33
Columbus, GA	GA	Resolution 92-14	City resolution	2014		5;	6,0	2	8,0	3; 7,2	0,	0; (0 0	,0 0 0,	.0;	0 0	,0 0	0,0	0	0,0	0	0,0	
Dunwoody, GA	GA GA	Complete Streets Policy	City policy	2011	46.267	3	3,6	5	20,0	2 4,8	1 3,	2		,0; 2 3,	2	5 4	,0: 5	8,0	0	0,0	1	4,0	
Gainesville, GA	¦GA	Complete Streets Policy	City policy	2015	n/a	3	3,6	0;	0,0	5 12,0	1; 3,	2		,0; 2 3,	2	3 2	,4; 5	8,0	0	0,0;	3	12,0	
Gainesville, GA Macon, GA	GA GA	Complete Streets Policy Resolution	City policy City resolution	2015	33.804 91.351	3	3,6	2	20.0	5 12,0	1 3, 0 0,			,0 2 3, 0 0 0	2	0 0	,6; 5	8,0 0.0		0,0		4,0	0 45 0 28
Milledgeville, GA	GA GA	Ordinance No. O-1305-007	City legislation	2013	29.808		1,2 1.2	5	20,0	3 7,2	1	2	5	0 0	2	5 4	0 5	9,0		0,0		0.0	
Norcross, GA	;GA	A resolution to adopt a Complete Streets Policy	City resolution	2011	9.116	3	3,6	5	20,0	7.2	3 9,	6	5 2	.0: 0 0.	0	5 4	0: 5	8.0	<u> </u>	0.0	2	8.0	
Roswell, GA	;GA	Resolution 2009-03-10	City policy	2009		3	3,6	5	20,0	3 7,2	2 6.			,0; 2 3,	2	5 4	.0; 5	8,0	0	0,0	1	4,0	
Savannah, GA	GA GA	Complete Streets Policy	City policy	2015	136.286	11	1,2 6,0	5	20,0	5 12,0	1 3,	2:	5 2	,0 2 3,	2	0 0	,0 0	0,0	0	0,0	4	16,0	0 57
Suwanee, GA	GA	Ordinance No. 2009-005	City policy	2009		5	6,0	5	20,0	5 12,0	1 3,	2		,0 0 0,	0	5 4	,0 5	8,0	0	0,0	0	0,0	
Woodstock, GA	;GA	Complete Streets Policy, No. 700-0005	City policy	2015	23.896	5	6,0	5;	20,0	5 12,0	1, 3,	2	5 2	,0; 0, 0,	0	5 4	,0; 5	8,0		0,0	1)	4,0	0 59
Honolulu III	ļ	Article 33 of Chapter 14 of the Revised Ordinances of		2012	337.256	_	2.0	-	20.0	100			-	0	0		0 5			20		00.	
Honolulu, HI Algona, IA	;HI AI:	Honolulu Resolution no.13-99	City legislation City resolution	2012	5.560	1	3,6 1,2	5;	20,0	5 12,0 0 0.0	5 16, 0 0		2	,0 0 0, .0 0 0.		5) 4 0 0	,u; 5 (0)	8,0 0.0		0,0	0	20,0	0 85 0 21
Burlington, IA	ilA	Resolution 2015-510	City resolution	2015		5	6,0	4	16,0	5 12,0	4: 12,			,0: 5 8,	0	5 4	.0: 5	8.0	5	4.0	4	16,0	
Carlisle, IA	iA.	Resolution 20140428	City resolution	2014	3.876	3	3,6	4	16,0	0 0,0	3 9,			,0 2 3,	2		,4;	0,0	·	0,0	0	0,0	0 34
Cascade, IA	IA	City of Cascade Policy Statement	City policy City resolution	2006	2.159	5:	6,0	1)	4,0	3: 7,2	5 16,	0; (,0 0 0,	0	3 2	,4 0	0,0	. 0	0,0	0	0,0	0; 35
Cedar Falls, IA	ĮIA.	Resolution 18,703		2013		5;	6,0	5	20,0	3 7,2	4 12,		5 2	,0 5 8,	0	5 4	,0 5	8,0	5	4,0	2	8,0	0; 80
Cedar Rapids, IA	;IA	Resolution 1004-07-14	City resolution	2014		1	1,2	5	20,0	5 12,0	3 9,	6		,0 2 3,	2	3 2	4 5	8,0	0	0,0	3	12,0	0 70
Des Moines, IA	;IA	Complete Streets Policy	City policy	2008		5	6,0	4;	16,0	3 7,2	2, 6,	4 (,0; 0 0,	U	5 4	,U; 0	0,0	, <u>0</u>	0,0;	0	0,0	
Dubuque, IA Fairfields, IA	IA Iā	Resolution No. 124-11 Resolution	City resolution	2011		3:	3,6 6,0	4	16,0 20,0	0: 0,0 3 7,2	3, 9,0 4 12,0			,0 0 0, .0 5 8.	ů.	3 2	,4; U	0,0 8,0		0,0	U)	0,0	0: 31 0: 82
-arrields, iA Harlan, IA	IA IA	Complete Streets Policy	City resolution City policy	2014		3	3,6	5	20,0	3 7,2	4 12,			,0; 5) 8,	~~~~~	5 4	,0; 5	8,0 8,0		4,0	3	12,0	
		Resolution Adopting a Complete Streets Policy for the	e i		J. 100					· ~		×;······	٤٠	,*	~ 	*} -	·×	3,0	·	7,0	-		3 <u>/</u>
		City of Iowa City, IA and Repealing Resolution No. 0		1 1			1					1			1	}			1				1
owa City, IA	IA	109	City resolution	2007		5	6,0	2	8,0	3 7,2	2 6,			,0 0 0,			,0 0	0,0		0,0		0,0	0 27
owa City, IA	IA	Complete Streets Policy	City policy City resolution	2015	67.862	5	6,0 1,2	5	20,0	5, 12,0	4 12,		5 2	,0 5 8,			,0 5	8,0		4,0		4,0 12,0	0 80 0 63
Johnston, IA	;IA	Resolution No. 16-92	City resolution	2016	17.278	1	1,2	4	16,0	5 12,0	2 6,	4		,0; 2 3,	2	3 2	,4; 5	8,0	0	0,0	3	12,0	J 63
Marion, IA	IA	Resolution No. 24505	City resolution	2015	34.768	5	6,0	5	20,0	5 12,0	0 0,0			,0 3 4,			,0 0	0,0		0,0	0	0,0	0 44
Mason City, IA	IA.	Resolution NO 13-119	City resolution	2013		5;	6,0	5	20,0 20,0 20,0	5 12,0	4 12,			,0 5 8,		5 4	150	8,0	5	4,0	4	16,0	
Mason City, IA Moville, IA	IA	Complete Streets Policy Resolution No. 2016-18	City policy City resolution	2014	28.079 1.618	3;	3,6 3,6	5	20,0	3 7,2	4 12, 1 3,			,0; 5 8, ,0; 5 8,	U:	5 4	,U: 5	8,0 8.0	5	4,0 0,0	1	4,0	
Muscatine, IA	;IA	Resolution No. 2016-18 Resolution 92610-1113	City resolution City policy	2016		ئ 5'	3,6 6,0	o;	20,0	5 12,0	1; 3, 1; 3,			,0; 5; 8, ,0; 5; 8,	0	5 4 5 4	0, 5	8,0		4.0	2	12,0	
Oskaloosa, IA		Resolution No. 15-01-04	City resolution	2015		5:	6.0	5	20.0	5 12,0	4 12,			,0 5 8,	0	5 4	0 5	8.0		4,0	4	16,0	0 92
Pleasant Hill, IA	iA	Resolution #030816-04	City resolution	2016	8.785	ĭi	6,0 1,2	5	20,0 20,0	5 12,0	1 3,	2	5 2	,0 5 8,	Ō	3 2	4 5	8.0	ŏ	0.0	1	4,0	0 60
Sergeant Bluff, IA	;IA	:Resolution 16-08	City resolution	2016	4.227	3	3,6	5	20,0	3 7,2	4 12,			,0: 5 8,	0	5 4	,0; 5	8,0	0	0,0	2	8,0	0 73
Sioux City, IA	lA	Resolution No. 2014-0518	City resolution	2014		3	3,6	2;	8,0	3 7,2 3 7,2	4 12,			,0; 3 4,	8	3 2	,4; 0	0,0		4,0	1	4,0	0 48
Spencer, IA		Resolution No. 5116	City policy	2013	11.233		1,2		16,0	0,0	0 0,0			,0 0 0,		0 0		0,0		0,0		0,0	0 19

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gency	State Policy name	Туре	Year	Population P			oints points			points		points	Points points		points	Points points			points	Total
oririt Lake, IA	IA Resolution No. 2014-51	City resolution City policy	2014	4.840	5	6,0	5 20	0,0	5 12,0	1 3,	2		,0 5 8,	0	5 4	0 5	8,0	0,0	3 12	
bandale, IA			2016	39.463		1,2	0; 0	0,0	3 7,2	1; 3,	2	āhaaaaaa	,0; 2 3,	2	3 2		0,0	0,0;	2 8	
aterloo, IA est Des Moines, IA	IA Resolution 2013-474 IA Complete Streets Policy	City policy	2013	68.406 56.609	5	6,0 1,2		0,0	3 7,2 4 3 7,2	4 12, 1 3.			,0 5 8, .0 2 3.	2	3 2		8,0; 5 0.0; 0	4,0		,0; ,0;
indsor Heights, IA	IA Resolution 15-0749	City resolution	2015	4.860		1,2		3,0	5 12,0	4 12,			.0 5 8.	0	3 2		8.0 5	4.0	1 16	.0
eur d'Alene, ID	;ID ;Resolution 09-021	City policy	2009	44.137	3	3,6	5; 20		3 7,2	1; 3,		5 2	,0; 2 3,	2	5 4	,0; 5	8,0 0	0,0;	0 0	,0
illey, ID	ID Ordinance No 1116	City legislation	2012	7.960	5¦	6,0		3,0	5 12,0	4 12,			,0 3 4,	8	5 4		8,0: 0	0,0	) 0	,0
cCall, ID	ID Resolution 11-20	City resolution	2011	2.991	3;	3,6		3,0	5 12,0	1 3,	2;		,0 2 3,	2	3 2		8,0: 0	0,0	0 0	
indpoint, ID gonquin, IL	ID Resolution IL Resolution No. 2014-R-28	City policy	2010	7.365 30.046	5;	6,0 6,0	5; 20	5,0	5 12,0 5 12,0	1; 3, 4; 12,	0.		,0; 2 3, .0; 5 8,	0	5 4		8,0; 0 0.0; 0	0,0	0 0	
lington Heights, IL	IL Complete Streets Policy	City policy	2013	75.101	5¦	6,0		3.0	5 12.0	2 6			.0. 2 3,	2	0 0		8.0; 5	4.0	5 20	
artlett, IL	IL Resolution 2017-70-R	City policy City resolution	2017	41.208	5;	6,0	4 16	3,0	5 12,0	4 12,	8:	5 2	,0 0 0,	0	5 4	0 5	8,0; 5	4,0	3 12	,0;
artlett, IL	IL Resolution 2017-70-R	City resolution	2017	41.208	5;	6,0		3,0	5 12,0	4 12,	8	5 2	,0 0 0,	0	5 4	.0 5	8,0; 5	4,0	12	,0
ensenville, IL	:IL :Ordinance No. 9-2016	City legislation	2016	18.352	5	6,0	5; 20		5 12,0	1: 3,	2		,0; 2 3,	2	3 2		8,0 5	4,0:		,0
rwyn, IL	IL Ordinance No. 11-40	City legislation	2011	56.657	3	3,6	5 20		5 12,0	5 16,			,0 2 3,	2	3 2		0,0; 0	0,0	16	
oomington, IL ue Island. IL	IL Ordinance No. 2016-87	City legislation City legislation	2016	76.610 23.706	3;	3,6 6,0	5 20	0,0	5 12,0 5 12,0	4 12, 4 12,	8;		,0 5 8, .0 2 3.	0:	5) 4		0,0; 5 8,0; 5	4,0	1 4	,0; .0:
ookfield, IL	IL Resolution 2016-1038	City resolution	2016	18.978	5	6,0		2,0	0 0,0	4: 12, 4: 12,			,0; 2 3, ,0; 5 8,	<u>~</u> ;	5 4		8.0 5	4.0:	1 16	
lumet City, IL	IL Resolution #17-9	City resolution	2017	37.042	5	6,0	5 20		5 12,0	5 16,		5 2	0 5 8	0	5 4	0: 5	8.0; 5	4.0:	16	
lumet Park, IL	IL Ordinance No. 16-1145	City legislation	2016	7.835	3:	3,6		0,0	2: 4,8	5 16,		5 2	.0 2 3,	2:	5 4	0 5	8,0: 5	4,0	16	.0
nton, IL	IL Complete Streets Proclamation	City internal policy	2013	14.704	1;	1,2	5 20	0,0	0, 0,0	0,0	0;	0	,0 0 0,	0	0 0	.0	0,0	0,0	0 (	,0;
rbondale, IL	IL Resolution No. 2015-R-12	City resolution	2015	25.902	3	3,6		3,0	0,0	1 3,	2	5 2	,0; 0, 0,	0	5 4	0; 5	8,0; 0	0,0	16	,0
cago Heights, IL	IL Resolution No. 2013-43	City policy	2013	30.276	3:	3,6	5 20		5 12,0 (	0, 0,	0:	5 2	,0; 2 3,	.2:	5 4	.0 5	8,0 5	4,0		,0
cago, IL	IL Safe Streets for Chicago	City internal policy	2006	2.695.598	5	6,0 6,0	5 20		5 12,0	0 0,0			,0 0 0,	0	2 1		0,0: 0	0,0		,0;
Kalb, IL s Plaines, IL	IL Complete Streets Policy, Policy Number 02-01 IL Complete Streets Policy	City policy	2016	43.862 58.364	5; E:			0,0 3,0	3 7,2 5 5 12.0	2 6,4 2 6.4			,0 2 3, .0 5 8.	0	5 4		8,0; 0 0.0; 5	0,0	1 12	
s Plaines, IL inston, IL	IL Complete Streets Policy	City policy City policy	2011	74.486	ა; 5	6,0	4 16	5,0	5 12,0 5 12,0	2 6,4 4 12,		5 2	,0; 5 8,		0 0		0,0; 5 8,0; 0	0.0	4 16 1 4	,0;
anston, IL	IL Complete and Green Streets Policy	City policy	2017	74.486	<del>3</del> i	3,6	5 20		5 12,0	4 12,			.0 5 8,	0	5 4		8,0; 5	4,0	5 20	
est Park, IL	IL Resolution	City resolution	2011	14.167	3;	3,6	4 16	3,0	5, 12,0	2 6,	4:		,0 2 3,	2	0 0		0,0; 5	4,0	3 12	,0;
nklin Park, IL	IL :Ordinance Number 1718-G-22	City legislation	2017	18.333	3	3,6	5 20	0,0	5 12,0	5 16,		0 0	,0: 5 8,	0	5 4		8,0 5	4,0	3 12	.0
n Carbon, IL	IL Resolution No. 2015-3	City resolution	2015	12.934	1)	1,2		3,0	0,0	0; 0,			,0; 2 3,				8,0	0,0	3 12	
fman Estates, IL	IL Resolution	City resolution	2011	51.895	1	1,2		0,0	5 12,0	5 16,			,0 2 3,		0 0		8,0: 0	0,0		,0
emoor, IL nont, IL	IL Resolution No. 14-R-11	City resolution	2014	6.017 16.000	5;	6,0	4 16	5,0 2,0	5 12,0 5 12.0	4 12, 5 16,			,0 5 8, ,0 2 3,	U.	5 4	U; 5	8,0; 5	4,0	4 16 4 16	
nont, IL flothian, IL	IL Resolution IL Complete Streets Policy	City resolution City policy	2011	16.000	<u>     </u> 	1,2 6,0		2,0{	5 12,0 5 5 12,0	5; 16, 4; 12,			,0; 2; 3, ,0; 2; 3,	2	5 4	0: 5	8,0; 0 8.0 5	4.0:	1 16 3 12	
mal, IL	IL Complete Streets Policy	City policy	2016	52.497	3:	3,6		2,0	5 12,0	5 16,			.0. 5 8,	0	5 4		0,0	0,0	16	
	Access Unlimited: A Compact Complete Streets Police	/	1.20.10	0201			<del>.</del>				9	×	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		···	<u>*</u>	5,0			.2
th Chicago, IL	IL Guide	City internal policy	2014	32.374	3	3,6	3 12	2,0	5 12,0	1 3,	2	5 2	,0 2 3,	2	3 2	.4 5	8,0 0	0,0	3 12	,0
Lawn, IL Park, IL	:IL :Resolution No. 14-13-25	City policy	2014	56.690	3	3,6		0,0	0,0	0, 0,	0	5 2	,0: 5 8,	0	3 2	4: 5	8,0 5	4,0:		,0
Park, IL	IL Complete Streets Policy	City legislation	2012	51.878	5	6,0		3,0	5 12,0	5 16,			,0 0 0,	0	5 4	0 5	8,0 5	4,0	12	,0
k Forest, IL	IL Resolution	City resolution	2015	21.975	5;	6,0	5 20	0,0	5; 12,0	4 12,			,0 5 8,	.0:	5 4	,0 5	8,0; 5	4,0	16	,0;
ria, IL nfield, IL	IL Ordinance 17,260	City legislation	2015	115.007 39.581	5;	6,0		0,0 0,0	5 12,0	4 12,			,0: 5 8,	0	5 4		8,0 5	4,0	4 16 3 12	
ntield, IL nton Park, IL	IL Complete Streets Policy	City policy City legislation	2016	13.646	\$}	3,6		),U ).O	5 12,0 5 12,0	5 16, 5 16,		2	,0; 5 8,	0	3	4 5	8,0 5	4,0	12	
erdale, IL	II Resolution	City resolution	2012	13.549	1!	1,2	5 20		5 12.0	5 16,		0 0	0 2 3	2	0 0	n; n	0.0: 0	0.0	1 4	
oy, IL	IL Complete Streets Policy	City policy	2017	7.280	3:	3.6	5 20		5 12,0	4 12,		5 2	.0 5 8.	ō:	5 4		8.0: 5	4.0	12	
okie, IL	IL :16-3-R-1320	City resolution	2016	64.784	5	6,0		2,0	5 12,0	5 16,		5 2	,0: 5 8,	0	5 4	.0: 5	8,0	0,0	2 8	.0
uth Chicago Heights, IL	;IL ;Resolution NO. 2016-R-2	City resolution	2016	4.139	5	6,0	3; 12		5 12,0	5 16,		5 2	,0; 2 3,	2	5 4	0 5	8,0 5	4,0	16	
ger, IL	IL Resolution No. 1096	City resolution	2016	9.570	5:	6,0 6,0		2,0	2: 4,8	0, 0,		0 0	,0 0 0,	0:	0 0	.0; 5	8,0: 0	0,0	4 16	
nmit, IL	IL Resolution No. 17-R-02	City resolution	2017	11.054	5;		5 20		5 12,0	5 16,		5 2	,0 2 3,	,2;	5 4	,0 5	8,0; 5	4,0	16	
ley Park, IL age of Lombard, IL	IL Complete Streets Policy IL VIllage Board Policy 6.J.	City policy City policy	2012	56.703 43.165	3;	3,6 1,2	5 20	),0 5,0	3 7,2 (	0, 3 9,		5 2	,0 5 8, .0 5 8.	0	5 4		8,0; 5 8.0; 0	4,0	1 4	,0
ow Springs, IL	IL Resolution No. 2016-R-01	City resolution	2014	5.524		6,0		2,0	5 12,0	5; 9,i			,0; 5 8,	, ,	3		8,0: 0	0,0	16	
odstock, IL	IL Ordinance No. 14-0-40	City legislation	2014	24.770	5	6,0		2,0	5 12,0	0.			.0 5 8.		3 2		0.0: 0	0.0		.0.
t Wayne, IN	IN Resolution #103-11-2-16-2	City resolution	2016	253.691	5:		5 20		5 12,0	1 3.	2		.0 2 3.	2	5 4		8.0: 0	0.0	16	
nkfort, IN	;IN ;Resolution 12-07	City resolution	2012	16.422	1)	6,0 1,2	4; 16	3,0	5 12,0	4 12,		5 2	,0; 2 3,	2	3 2	4: 0	0,0 0	0,0;	1 4	,0
ianapolis, IN	IN Chapter 431, Article VIII	City legislation	2012	820.445	5	6,0		0,0	5 12,0	4 12,			,0; 5 8,	0	5 4		8,0; 5	4,0	16	
omo, IN	IN Complete Streets Policy	City policy	2017	45.468	5;	6,0	5 20		5 12,0	4 12,	8:	5 2	,0 2 3,	2	3 2	4 5	8,0; 5	4,0	3 12	
Porte, IN	IN Ordinance 13-2015	City legislation	2015	22.053	3;	3,6	5 20		5 12,0 (	0,0	0;	5 2	,0; 0, 0,	0	5) 4	.0: 5	8,0; 0	0,0	16	
rosse, IN	:IN Ordinance NO. 2016-08-02 :IN Resolution 2017-07	City legislation	2016	551 67.140	3:	3,6	5; 20 5; 20		5 12,0 0 5 12,0	0; 0,i 4; 12,i			,0; 0 0, ,0; 2 3,	0	5 4		8,0 0	0,0;	3 12	,0;
yette, IN J. IN	IN Ordinance 31, 2013	City resolution City policy	2017	11.417	5; F	6,0		0,0	5 12,0	4 12, 5 16,			,0; 2; 3, .0; 3; 4.	8	5 4	::::::::::::::::::::::::::::::::::::::	8,0; 0 8.0; 5	0,0; 4.0	4 16	
th Bend, IN	IN Resolution 69-2015	City resolution	2015	101.168	5	6,0 6,0	5 20	0,0	5 12,0	4 12,	8		,0 5 8,	Ō	5 4		8,0: 5	4,0	16	
on City, IN	;IN :Resolution No. 2017-R-16	City resolution	2017	3.584	5	6,0	4; 16	3,0	3 7,2	4 12,	8	5 2	,0: 2 3,	2	3 2		0,0 0	0,0	0 0	,0
ennes, IN	IN Complete Streets Ordiance 31-2015	City legislation	2015	18.423	5	6,0		0,0	5 12,0	5 16,			,0; 0, 0,		5 4		8,0 5	4,0	16	
tfield, IN	IN Resolution 12-114	City policy	2013	30.068		1,2 3,6		0,0	3 7,2 (	0 0,0	0:		,0 0 0,	0:	5 4		8,0 0	0,0	0 0	,0
estown, IN	IN Complete Streets Policy	City policy	2014	2.867	3			3,0	5 12,0	1 3,			,0; 3 4,	8	3 2		8,0; 5	4,0		,0,
hinson, KS KS	KS Complete Streets Policy KS Complete Streets Policy	City policy	2012	42.080 5.704	<u> </u> }	1,2	5 20	0,0	5 12,0 5 12,0	1; 3,: 1: 3.:			,0; 5 8,	U.	0 0		8,0; 0 0.0	0,0:	1 16	
as City, KS	KS Resolution No. 22-11	City policy City resolution	2016	145.786	1:	6,0 1,2		3.0	5 12,0	1; 3,: 3 9,:			,0; 5 8, 0; 5 8	0:	0 n		0,0;	0.0	4 16 4 16	0
rence, KS	KS Resolution No. 22-11 KS Complete Streets Policy	City resolution	2012	87.643	····-i!	1,2		3.0	5 12,0	1 3.		5 2	.0 5 8	Ō	3 2		8.0: 5	4.0	1 4	
ood, KS	KS Resolution No. 3592	City resolution	2011	31.867	3	3,6		2,0	5 12,0 (	0, 0,		0 0	,0: 2 3,	2	0 0	0: 5	8,0; 0	0,0	3 12	
rland Park, KS	KS Resolution No. 3919	City resolution	2012	173.372		1,2	4 16	3,0	3 7,2	1 3,	2	0 0	,0; 5 8,	0	0 0	.0: 5	8,0 0	0,0	1 4	,0
and Park, KS	KS Resolution No. 611	City resolution	2011	6.731	1:	1,2 1,2		3,0	0. 0,0 (	0,			,0 0 0,	0:	0 0		0,0: 0	0,0	1 4	,0:
a, KS		City resolution	2009	127.473	1:			3,0	3; 7,2	0 0,			,0 0 0,	0:	0) 0		0,0; 0	0,0		,0
ita, KS	KS Resolution No. 14-341 KY Resolution No. 002-2014	City resolution City resolution	2014	382.368	3	3,6 1.2	4 16	3,0	0 0,0 0	0,	0	0	,0; 0 0,	0	0 0	0: 5	8,0	0,0	1 4	,0
ith, KY enden, KY	KY Resolution No. 002-2014 KY Municipal Order No. 2017	City resolution City executive order	2014	232 3.815		1,2	4; 16	5,0 5,0	5 12,0 4 5 12,0	4; 12, 4 12,	8	2	,u; 5 8,	0	0 0	,u; 5	0,U ₁ U	0,0;	5 20 5 20	
Ridge, KY	KY Resolution No. 2015-01	City resolution	2017	2.191		1,2	4; 10 4; 16	5,0	5 12,0	4 12, 4 12,	8	5	,0; 5; 8, ,0; 5; 8,	0	<u></u>	0; 5	8,0; 0 8,0; 0	0.0	4; 20	0
t County KY	KY Complete Streets Policy	City policy	2015	24 662		1 2	4 16	3.0	5 12.0	1; 12,	2		,0 5 8,	0	0 0		8.0: 0	0.0	1 16	0
nt County, KY pendence, KY	KY Complete Streets Policy KY Municipal Order No. 2015-MO-03	City policy City executive order	2015	24.662 24.757	····∤	1,2 1,2	4 16	3,0 3,0	5 12,0 5 12,0	1 3, 4 12,	8	5 2	,0; 5) 8,	0	ō:ŏ	ō: 5	8,0 0	0,0	4 16 4 16	,0
eland, KY	KY Ordinance 2012-3	City legislation	2012	2.424	3	3.6	4 16	3,0	3 7,2	4. 12.	8:	5 2	,0 3 4,	8		4 0	0,0 0	0,0	0 (0	,0
h Shore, KY	KY Ordinance 316-2012	City legislation	2012	1.122	1;	1,2	4 16	3,0	0; 0,0	0 0,0 4 12,	0;	0 0	,0 0 0,	,0;	0 0	0 0	0,0: 0	0,0	0	.0:
or Mill, KY	KY Municipal Order No. 63	City executive order	2015	6.604	1	1,2 1,2 1,2	4 16	3,0	5 12,0	4 12,	8	5 2	.0 5 8.	0	0 0		8,0; 0	0,0	16	,0
amstown, KY	KY Municipal Order No. 2013-13	City resolution	2013	3.925	1	1,2	4; 16	3,0	5 12,0	1; 3,			,0; 5 8,	0	2 1		0,0	0,0;	3 12	,0
n Rouge, LA	LA Resolution No 51196	City policy	2014	229.423	5	6,0		0,0	5 12,0	2 6,4			,0 2 3,	2	5 4		8,0: 0	0,0	16	
Orleans, LA ernard Parish, LA	LA Ordinance No. 24706 LA Resolution SBPC #1572-04-16	City legislation City resolution City legislation	2011	343.829	3:	3,6 6,0	2 8	3,0 ),0	5 12,0 2 4.8	5 16, 1 3,	U!	0	,0 2 3,	2	5 4	U 5	8,0: 0	0,0	4 16 4 16	,U!
Bernard Parish, LA Bernard Parish, LA	:LA :Resolution SBPC #1572-04-16 :LA :Ordinances 1825-10-16, 1826-10-16, 1828-10-16	City resolution	2016	35.897 35.897	5;	6,0	5, 20	0,0 3.0	2 4,8 2 4.8	1; 3,: 4; 12,:		ວ _! 2	,0; 0; 0, ,0; 3; 4,	U.	ა; 2	4: 5 4: 0	8,0; 0 0,0: 0	0.0:	+ 16	.0
n, MA	MA Complete Streets Policy	City legislation	2016	21.929	5! 5!	6,0		0,0	5 12,0	4; 12, 4; 12,	8		,0; 3; 4, ,0; 5; 8,	Ö	3		8,0; 0	0.0	16	
ms, MA	MA Complete Streets Policy	City policy	2014	8.485		6,0		0,0	5 12,0	4 12,			,0 5 8,	¥i	<u>.:</u> }		8,0	0,0	16	

					Intent		and modes		ojects		eptions	Connectivity		diction	Flexibility		ontext	Metrics		nentation	ļ
Agency	State Policy name	Туре	Voor B	onulation B	Weighte	Points	Weighted		Weighted points	Points	Weighted	Points points	Points	Weighted	Weighte Points points	ed    Points	Weighted	Points points	Points	Weighted	Total sco
Agency Agawam, MA	:MA :Resolution 2016-12	City resolution	2016	28.438	3	3.6 5	20,0	5	12,0		12.8		.0: 5	8.0		1.0	5 8.		0.0	20,0	
Arlington, MA	MA Complete Streets Policy and Guidelines	City resolution City policy	2016	42.844	5	6.0	20.0	5	12.0		3.2	5 2	0. 5	8.0	3	2.4:	5 8	0	5.0	20,0	
Ashland, MA	MA Complete Streets Policy	City policy	2015	16.593	5	6,0 5	20.0	5	12,0		12.8	5 2	,0 5	8.0	3	2.4	5 8.	o: ō	0.0: 4	16.0	
Ayer, MÁ	MA Complete Streets Policy	City policy	2016	7.427		6,0 5	20,0	5 5	12,0		12,8		,0 5	8,0		2,4	5 8	0; 5	4,0 5	20,0	9
Barre, MA	:MA :Complete Streets Policy	City policy	2016	5.398	5;	6,0 5	20,0	2	4,8		12,8	5 2	,0: 5	8,0		4,0	5 8.	o; ő	0,0: 4	16,0	8
Bedford, MA	;MA ;Complete Streets Policy	City policy	2016	13.320	5 (	6,0 5	20,0	2	4,8	B 4	12,8		.0; 5	8,0	3	2,4;	5 8,	0 0	0.0 4	16,0	8
Berlin, MA	MA Complete Streets Policy	City policy	2017	2.866	5: 6	6,0 5	20,0	5	12,0	0 4	12,8	5 2	.0. 5	8,0	5 4	4,0	5 8,	0: 0	0,0 5	20,0	
Beverly, MA	MA Complete Streets Policy	City policy	2015	39.502		6,0 5	20,0	5	12,0		12,8	5 2	,0 5	8,0	3	2,4	5 8,	0: 0	0,0	12,0	8
Billerica, MA	:MA :Complete Streets Policy	City policy	2017	40.243		6,0 5	20,0	5	12,0		12,8	5 2	,0 5	8,0	3	2,4	0 0,	0; 0	0,0 4	16,0	7
Braintree, MA	:MA :Complete Streets Policy	City policy	2017	35.744	5 6	6,0 5	20,0	5	12,0	0; 4;	12,8	5 2	,0; 5	8,0	3 2	2,4;	5 8,	0 0	0,0; 4	16,0	
Bridgewater, MA	MA Complete Streets Policy	City policy	2016	26.563	5; (	6,0 5	20,0	5	12,0	0 4	12,8	5 2	,0 5	8,0 8,0	5 4	4,0	5 8,	D; 5	4,0 5	20,0	9
Brockton, MA	MA Complete Streets Policy	City policy	2014	93.810	1;	1,2 5	20,0	5	12,0	0 2	6,4	5 2	,0 5	8,0	3	2,4	5 8,	0; 0	0,0 4	16,0	7
	Ordinance Amending Chapter 20 Streets and		1 1			1				1 1	;		-							}	
	Sidewalks of the Revised Ordinance of the City o		1 1		1	1	1			1 1		1 1	1 1		1 1		1		- 1	1	1
Brockton, MA	MA Brockton	City legislation	2016	93.810	5 (	6,0 5	20,0	5	12,0	5	16,0	5 2	,0 5	8,0		4,0	5 8,	0 5	4,0 5	20,0	10
Brookfield, MA	MA Complete Streets Policy	City policy	2017	3.390		6,0 5	20,0	5	12,0		12,8		,0 5	8,0		2,4	5 8,	0; 5	4,0 5	20,0	
Brookline, MA	MA Complete Streets Policy	City policy	2016	58.732		6,0 5	20,0	5	12,0		12,8		,0 5	8,0		4,0	5 8,		4,0 5	20,0	
Buckland, MA	:MA :Complete Streets Policy	City policy	2016	1.902		6,0 5	20,0	2	4,8		12,8		,0 5	8,0		4,0	5 8,		0,0	20,0	8
Cambridge, MA	MA Complete Streets Policy MA Complete Streets Policy	City policy	2016	105.162		3,6 4	16,0	3	7,2		12,8		,0; 5	8,0	3 3	2,4	5 8,		0,0 4	16,0	
Canton, MA		City policy	2017	21.561 12.981	5;	6,0 5 6.0 5	20,0	5	12,0		12,8 12.8		0 5	8,0	3(	2,4	5 8,	J: 5	4,0 4	16,0	
Charlton, MA		City policy					20,0	2	4,8				,01	8,0	5) 4	1,0	5 8,	J; U	J,0; 4	16,0	
Chelmsford, MA	MA Complete Streets Policy	City policy	2017	33.802		6,0 5	20,0	5	12,0		12,8	5 2	,0; 5	8,0	5) '	4,0	0,		0,0	20,0	
Chesire, MA		City policy	2016	3.235		6,0 5	20,0	5	12,0		12,8	2	,u; 5	8,0	<u> </u>	+,U;	8,		4,0; 4	16,0	9
Chester, MA	MA Complete Streets Policy MA Complete Streets Policy	City policy	2016	1.337 1.702		6,0 5 6.0 5	20,0	5	12,0	5	16,0	5 2	,0 5	8,0		1,0	5 8,		0,0 5	20,0	9
Clarksburg, MA		City policy	2016				20,0	5	12,0		12,8		,u; 5	8,0		+,U	5 8,		4,0 4	16,0	
Clinton, MA Colrain, MA	MA Complete Streets Policy MA Complete Streets Policy	City policy City policy	2016	13.606	5;	6,0 5 6,0 5	20,0	2	4,8	4	12,8	5 2	,0 5	8,0	3)	4.4	5 8,	u; U	0,0	20,0 20.0	) 8
Colrain, MA Dalton, MA	MA Complete Streets Policy MA Complete Streets Policy	City policy	2016	6.756			20,0	~2	4,8 12.0	4	12,8	2	,0; 5 .0 5	8,0 8.0		+,U;	5 8, 5 8	<u></u>	J,0; 5	20,0 16.0	
Dartmouth, MA	MA Complete Streets Policy MA Complete Streets Policy	City policy City policy	2016	34.032		6,0 5 6,0 5	20,0	<u>5</u>	12,0 12,0		12,8 12,8		,u; 5)	8,0	÷	1,0	8,	0	+,0; 4	16,0 20,0	
Dedham, MA		City policy		24.729				5					0: 5			2,4	5 8,	J; U	J,U; 5	12,0	
Dednam, MA Devens, MA	:MA :Complete Streets Policy :MA :Complete Streets Policy	City policy	2017	1.840		6,0) 5 3.6 5	20,0	5	12,0 12,0		12,8 12.8		.0: 5	8,0 8.0		1.0	5,		0,0: 3 4.0: 5	20,0	) 8
Dighton, MA		City policy	2017	7.086		6,0 5	20,0	5	12,0		12,8		,0; 5	8,0		1,0; 2.4;	5 8,		4,0; 5 0.0: 1	4,0	
Dignton, MA Dunstable, MA	MA Complete Streets Policy MA Complete Streets Policy	City policy	2016	3.179		6,0 5		2	4,8 12,0		3,2 16,0		,u; 5)	8,0 8,0		2.4	8,	U	ງ,ບ; 1 ກີດ: ກ	20,0	<u> </u>
Eastham, MA	MA   Complete Streets Policy	City policy	2016	4.956		6,0 5 3.6 5	20,0 20.0	5	12,0 12.0	5	16,0 12.8	2	.0 5	8,0 8.0		10	5 8, 5 8	) U	J,0; 5	20,0 16,0	9
Lusuidili, IVIA	Complete Streets Adminstrative Policy for the Cit	City policy	2010	4.900		5,0	20,0	5	12,0	4	12,8	·	,=; = 5	0,0	'	7,0	8,		7,0 4	10,0	·a
Easthampton, MA	MA Easthampton	City policy	2016	16.053	5	6,0 5	20,0	5	12,0	1	12.8		0 5	8.0				0	0.0 5	20,0	9
Easton, MA	MA Complete Streets Policy	City policy	2016	23.112		6,0 5	20,0		4.8		3,2	*	17-1		*	2,4	5 0,		),U; 5	20,0	
Egremont, MA	MA Complete Streets Policy	City policy	2016	1.225	5	6,0 5	20,0		12,0		12.8	5 2	0 5	8.0		1.0	5 0,		1,0; 5 4.0; 4	16,0	9
Everett, MA	:MA :Resolution	City policy	2014	41.667			20,0		12,0		12,0		.0: 5	0,0	3	7,01	5 0,	n: 0	1,01	16,0	
Fall River, MA	MA Complete Streets Policy	City resolution	2017	88.857		1,2 5 6,0 5	20,0		12,0		12.8		,0,	3 2	5	1.0	5	Š	4.0 4	16.0	8
Fitchburg, MA	MA Executive Order, Complete Streets Policy	City executive order	2016	40.318	5	6,0 5	20,0	5	12,0		12.8		,0 2	3,2		+,0; 1.0:	5 0,		1,0; 4	20,0	
Framingham, MA	MA Policy on Complete Streets	City policy	2015	68.318		6,0 5	20,0		12,0		12,8		,0 5	8,0		0.0	5 8		4,01 3	12,0	
Gardner, MA	:MA :Complete Streets Policy	City policy	2016	20.228		6,0 5	20,0	<u>-</u>	12,0		16,0		0: 2	3,2		2.4;	0 0.		0,0: 5	20,0	
Georgetown, MA	;MA ;Complete Streets Policy	City policy	2017	8.183	5	6.0 5	20,0	5	12,0	1	12,8		.0. 5	8.0		1.0	5 8		0.0: 5	20,0	9
Coorgotown, max	Mayor's Memorandum Establishing a Safe and	оку ролоу	20	0.100		0,01	20,0	<u>v</u>		1	, , , ,		,01	0,0	1	1,01	0,		5,01	20,0	
Gloucester, MA	MA Accessible Streets Policy	City legislation	2016	28,789	5 6	6,0 5	20,0	0	0.0	5	16,0	5 2	.0 5	8.0	3 :	2.4	5 8.	0 0	0.0 4	16,0	7
Granville, MA	MA Complete Streets Policy	City policy	2016	1.566		6,0 5	20.0	5	12,0		12,8		.0: 5	8,0	3	2.4	5 8.		0.0 5	20,0	
Great Barrington, MA	MA Complete Streets Policy	City policy	2017	7.104	5 (	6,0 5	20,0	5	12,0		12,8	5 2	,0 5	8,0	5 4	4,0	5 8,	0 5	4,0 4	16,0	9
Greenfield, MA	MA Complete Streets Policy	City policy	2016	17.456	5: 6	6,0 5	20,0	2	4,8	8 4	12,8	5 2	,0 5	8,0	3	2,4	5 8,	0: 0	0,0	20,0	8
Groton, MA	MA Policy #16-02 Complete Streets	City policy	2016	10.646		6,0 5	20,0	5	12,0	0 4	12,8	5 2	.0 5	8,0	3 2	2,4	5 8,	0; 0	0.0 5	20,0	9
Groveland, MA	MA Complete Streets Policy	City policy	2016	6.459	5: 6	6,0 5 6.0 5	20,0	5	12,0	0	0,0	5 2	,0: 5	8,0	3 2	2,4:	0 0,	0: 0:	0,0: 5	20,0	7
Hanson, MA	;MA ;Complete Streets Policy	City policy	2016	10.209	5	6,0	20,0	5	12,0	5	16,0	5 2	,0, 5	8,0	3	2,4	5 8,	0 0	5,0	20,0	9
Harvard, MA	MA Complete Streets Policy	City policy	2017	6.520	5; (	6,0 5	20,0	5	12,0	0 4	12,8	5 2	,0 5	8,0	3	2,4	5 8,	0 5	4,0; 4	16,0	
Hinsdale, MA	MA Complete Streets Policy	City policy	2016	2.032	5; (	6,0 5	20,0	5	12,0	0 4	12,8	3; 5; 2	,0 5	8,0	3 3	2,4	5 8,	0; 0	0,0 4	16,0	) 8
Holden, MA	MA Complete Streets Policy for the Town of Holden	City policy City legislation	2017	17.346	3; ;	3,6 5 3.6 5	20,0	5	12,0	0 4	12,8	5 2	,0; 2	3,2	5 4	4,0	5 8,	0 0	0,0 5	20,0	8
Holyoke, MA	;MA ;Section 78-58-Complete Streets			39.880			20,0	5	12,0		12,8	5 2	,0; 2	3,2	5) 4	4,0;	0,		0,0; 1	4,0	
Hubbardston, MA	MA Complete Streets Policy	City policy	2016	4.382		6,0 5	20,0	5	12,0		12,8	5 2	,0 5	8,0	5 4	4,0	5 8,	0: 0	0,0	20,0	
Hudson, MA	MA Complete Streets Policy	City policy	2016	19.063	5; 6	6,0 5	20,0	5	12,0		3,2	5 2	,0 5	8,0	3 2	2,4	5 8,	0: 0	0,0 5	20,0	8
Hull, MA	:MA :Complete Street Policy	City policy		10.293		6,0 5	20,0	5	12,0		16,0		,0 5	8,0		2,4	5 8,		4,0 5	20,0	
Lancaster, MA	:MA :Complete Streets Policy	City policy	2016	8.055		6,0 5	20,0	5	12,0		12,8		,0; 5	8,0		2,4;	5 8,		4,0; 3	12,0	
Lawrence, MA	MA City Charter 4.9 Notice	City legislation	2015	76.377		6,0 5	20,0	5	12,0		6,4		,0 3	4,8		2,4	5 8,		4,0 4	16,0	
Leicester, MA	MA Complete Street Policy	City policy	2017	10.970	5; (	6,0 5	20,0	5	12,0		12,8		,u 5	8,0		4,0	5 8,	n: 0	0,0 5	20,0	
Lenox, MA	MA Complete Streets Policy MA Complete Streets Policy	City policy	2016	5.025		6,0 5	20,0	5	12,0		12,8		,u 5	8,0	5)	+,0	5 8,	J; 5	4,0 4	16,0	
Leominster, MA		City policy	2016	40.759 31.394	5 (	6,0 5 6,0 5	20,0	5	12,0 12,0		12,8 12,8		,0; 5	8,0	3)	2,4;	8,		0,0; 5	20,0 20,0	) 9
Lexington, MA Lincoln, MA	MA Complete Streets MA Complete Street Policy	City policy	2016	31.394 6.362			20,0 20.0	5	12,0 12.0				,u; 5	8,0	3) 1	4.0	8,		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	20,0	
Lincoln, MA Littleton, MA		City policy City policy	2017	6.362 8.924		6,0 5 6.0 5	20,0	5	12,0 12,0		3,2	5 2	,0 5	8,0	5{ · · · ·	4,0	5 8,	υ ₁ ο	4,0 5	20,0 16,0	9
			2015	90.329			16,0	<u>5</u>	12,0		12,8	5 2	,0; 5	0,0	5	2,4: 4.0:	5 8, 5 8.	), U	10,0	20,0	
Longmeadow, MA Lowell, MA	:MA :Comlpete Streets Bylaw :MA :Complete Streets Policy	City legislation	2015	106.519		6,0 4 3.6 2	16,0	<u>5</u>	12,0		12,8		0 2	8,0	ع) :	7,0,	8,		4,0; 5	20,0 12.0	
Lowell, MA Lunenburg, MA	MA Complete Streets Policy  MA Complete Street Policy	City policy City policy	2015	106.519		3,6 2 6,0 5	20,0	<u>5</u>	12,0		3,2 12,8		.0 5	3,2 8.0	3) 5	2,4; 4.0;	5 8,	n' 0	ມ,ປ; 3 ກີດ: ະ	12,0	
Lunenburg, MA Lynn, MA	MA Complete Street Policy	City policy	2017	15.784		3.6	20,0	<u>2</u>	12,0		12,8	2 2	,u 5)		3	+,u	5	). U	ມ,ບ¦ ວ າ ທ:	16,0	) 8
Malden, MA	MA Complete Streets Policy		2015	59.450	<del></del>	3,6 5 6,0 5	20,0	<u>5</u>	12,0		12,8		0 5	8,0 8.0	} <del>-</del> \$};	2 4	5 8, 5 8	ň	0,0; 4 0.0; 5	20,0	
Maiden, MA Manchester-by-the-Sea, MA	MA Establishing a Safe and Accessible Streets Policy	City policy	2016	59.450		6.0 5		······	12,0		12,8 12,8		,0, 5			2,4; 4.0:	5 8,	7	0,0; 5 0.0: 5	20,0	
Mansfield, MA		City policy	2016	23 184		6,0 5	20,0		12,0				.0: 5	8,0		+,U;	5 8, 5 8.		J,0; 5 4.0 5	20,0	
Marlborough, MA	MA Complete Streets Policy  MA Complete Streets Policy	City policy	2015	38.499		0,0 5 3.6 2	20,0 8.0	<u>2</u>	12,0		16,0 12.8	; <u>-</u>	, v ()	8,0 8.0		1.0	5		4,0; 5 0.0; 5	20,0	7
Mariborough, MA Maynard, MA	MA Complete Streets Policy	City resolution	2013	10.106			20,0		12,0		12,8		,v; 5)	8,0 4.8		2.4	0 0		0.0; 5 0.0; 4	16,0	
Maynard, MA Maynard, MA	MA Complete Streets Resolution MA Complete Streets Policy	City resolution City policy	2013	10.100		1,2 5	20,0	<u>5</u>	12,0	4	12,8	2	,u 3	4,8	ن ع	2.4	50,	ν. h:	4	10,0	} <b>:</b>
Medford, MA	MA Complete Streets Policy	City policy	2016	56.173	<u></u>	6.0	20,0	<u>2</u>	12,0	j	12,8	j	, <u>~</u>	0,U g n	5	10	5 8,	ň:	0,0 4	16,0	()
Melrose, MA	MA Complete Streets Policy	City policy	2016	26.983		6,0 5 6,0 5	20,0	5	12,0	j	12,8	<u> </u>	,0 5 ,0 5	8,0 8,0	; <del>3</del> }	2.4:	5 8.		0,0;	20,0	
Mendon, MA	MA Complete Streets Policy	City policy		5.839			20,0	<u>-</u>	12,0		12,8					2.4			0,0; 5	16,0	
Merrimac, MA	:MA :Complete Streets Policy	City policy City policy	2016 2016	6.338	5	6,0 5 6.0 5	20,0		12,0	Ď	12,8	<u> </u>	0 5	8,0 8.0	<u>3</u>	2,4	5 8,		0.0: 4	16.0	
Middleton, MA	MA Complete Streets Policy	City policy	2014	8.987		6,0 5	20,0		12,0		12,8		,0, 5	8,0		2,4; 2,4;	5 8,		0.0: 4	16,0	
Millville, MA	MA Complete Streets Policy  MA Complete Streets Policy	City policy		3.190				}	12,0		16,0					2,4	5,			20,0	
Miliville, MA Nantucket, MA	MA Complete Streets Policy MA Complete Streets Policy	City policy	2016	10.172		6,0 5 6,0 5	20,0	<u>\$</u>	12,0 12,0	5	16,0 12,8	2	,0 5 .0 5	8,0 8,0		2,4; 4.0;	8,		0,0 5		
Nantucket, MA Natick, MA	MA Complete Streets Policy MA Complete Streets Policy	City policy City policy	2016	30.510	D;	6,0 5	20,0 20,0	<u>5</u>	12,0	4	12,8	5 2	,0 5 ,0 5	8,0		4,0; 2,4;	5 8, 5 8,		0,0 3 0,0 4	12,0 16,0	) 
New Bedford, MA		City policy						<u>5</u>					,0; 5								
INEW DEGICIO, MA	MA Complete Streets Policy	City policy	2016	95.072		6,0 5	20,0	5	12,0		12,8			8,0		4,0	5 8,		4,0 3	12,0	
Newton, MA	MA Complete Streets Policy MA Complete Streets Policy	City policy City policy	2016	85.416	5;	6,0 5	20,0	5	12,0	4	12,8	5 2	,0 5	8,0		2,4	5 8,		0,0 4 4.0 4	16,0	. 8
North Adams, MA North Attleborough, MA		City policy	2016	13.708		3,6 5	20,0	5	12,0		12,8		,u ₁ 5	8,0		+,0	0 8,			16,0	
North Reading, MA		City policy	2016	28.712 14.892	5	6,0 5	20,0	5	12,0	4	12,8		,0; 5	8,0	<u></u>	J,U;	0 5 8.		0,0; 5	20,0	8
North Reading, MA Northampton, MA	MA Complete Streets Policy MA Ordinance	City policy City legislation	2016	14.892 28.549		6,0 5 6,0 1	20,0 4,0	5	12,0 7,2		3,2 12,8		,0; 5 ,0 0	8,0 0,0	3	2,4; 0,0	5 8, 0 0,		0,0; 5 0,0; 0	20,0 0,0	

			-ff	Intent :Weighte		nd modes P Weighted	rojects Exc Weighted	ceptions Weighted	Connectivity Weighte		sdiction Weighted	Flexibility Weighte	d	Weighted	Weight	od .	mentation :Weighted	ļ
Agency	State Policy name	Туре	Year Population Po		Points				Points points			Points points			Points points			Total sc
lorton, MA	MA Complete Street Policy	City policy	2017 19.031	5 6	0 5	20,0	5 12,0	4 12,8		0: "	5 8.0		10:	5 97		0.0	20,0	
lorwell, MA	:MA :Complete Streets Policy	City policy City policy	2015 9.279	5	0 5	20,0	5 12,0	4 12.8	5 5	Ď	8 (	3	4	5 8.0		0.0:	16.0	j}
Oak Bluffs, MA	MA Complete Street Policy	City policy	2017 4.527		,0 5	20,0	5 12,0	4 12,8		0	8,0	5	1.0	5 8.0		0.0	16,0	
Prange, MA	MA Complete Streets Policy	City policy	2017 4.527		,0 5	20,0	5 12,0	5 16,0		0	5 8.0		2 4	5 0,0		0.0	16,0	
Oxford, MA		City policy	2016 7.839				5 12,0	4: 12,8		0			24	5 0,0	·	<i> </i>	20,0	
almer, MA		City policy City policy	2016 13.709	- 5; b	,0 5 ,0 5	20,0	5 12,0	4; 12,8 4; 12,8		0;	8,0		2,4;	8,0		0,0; 5		
	;MA ;Complete Streets Policy					20,0							-, -,	5 8,0			16,0	
eabody, MA	MA Complete Streets Policy	City policy	2016 51.251		,0 5	20,0	5 12,0	4 12,8		0 .	8,0		2,4	5 8,0		0,0	16,0	
ittsfield, MA	MA Complete Street Policy	City policy	2017 44.737		,0 5	20,0	5 12,0	4 12,8	3 5 2	0 (	5 8,0		1,0	5 8,0		0,0] 4	16,0	
lymouth, MA	:MA :Complete Streets Policy	City policy	2013 56.468		,6 5	20,0	5 12,0	2; 6,4	1 5 2	.0; (	5) 8,0	) 3	2,4;	5 8,0	0	0,0; 4	16,0	
lymouth, MA	:MA :Complete Streets Policy	City policy	2016 56.468	5 6	,0; 5;	20,0	5 12,0	5; 16,0	5 2	0; ;	5, 8,0	3 3	2,4;	5 8,0	0 0	0,0; 5	20,0	)
leading, MA	MA Complete Streets Policy	City policy City policy	2014 24.747	5 6	.0 5	20,0	5 12,0	4 12,8	3 5 2	0;	8,0	3	2,4	5 8,0	0 0	0,0; 4	16,0	)
lockland, MA	MA Complete Streets Policy	City policy	2016 17.489	5; 6	,0 5 ,0 5	20,0	5 12,0	4 12,8	5 2	0	5 8,0	3 3	2,4	5 8,0	); 0	0.0	16,0	);
utland, MA	MA Complete Streets Policy	City policy	2016 7.973	5 6	,0 5	20,0	2 4,8	4 12.8		0:	8.0	5 5	0	5 8.0	), 0	0.0	20,0	
alem, MA	:MA :Complete Streets Policy	City policy	2014 41.340		,0 5	20.0	5 12,0	4 12.8		0:	8.0	3	4:	5 8.0	0	0.0: 4	16,0	
alisbury, MA	:MA :Complete Streets Policy	City policy	2016 8.283		.0 5	20,0	5 12,0	4 12,8		0	8.0	``````````````	2 4	5 8.0		0.0	16,0	
andisfield, MA	MA Complete Streets Policy	City policy	2016 915		.0 5	20,0	5 12,0	4 12,8			8.0		i n:	5 8.0		4.0	16,0	;;
andwich, MA	MA Complete Street Policy	City policy	2017 20.675		.0 5	20.0	5 12.0	4 12.8		0	8.0		1 0'	5 0,0		0.0	12.0	
cituate, MA	:MA :Complete Streets Policy		2016 18.133		,0 5	20,0	5 12,0	4: 12,8		0	5 8.0		4:	5 0,0		0.0	20,0	
		City policy												5 8,0				
naron, MA	MA Complete Streets Policy	City policy	2017 17.612		,6 5	20,0	5 12,0	5 16,0		.0	8,0		2,4:	5 8,0		0,0	20,0	)
nerborn, MA	MA Complete Streets Policy	City policy	2016 4.119		,0 5	20,0	5: 12,0	5 16,0		0 .	5} 8,0		2,4	5 8,0		4,0 5	20,0	
nirley, MA	MA Complete Streets Policy	City policy	2016; 7.211		,0 5	20,0	5 12,0	5 16,0		0 :	5 8,0	0; 3) 2	2,4	5 8,0	0; 0	0,0 2	2. 8,0	
nrewsbury, MA	:MA :Complete Streets Policy	City policy	2016 35.608 2016 18.165	5 6	,0 5	20,0	2 4,8	4: 12,8	5 2	.0:	8,0	5 5	1,0	5 8,0	0 0	0,0	20,0 20,0	)
omerset, MA	MA Complete Streets Policy	City policy		5 6	,0 5	20,0	5 12,0	5 16,0	5 2	0;	5, 8,0	3	2,4	5 8,0	0 0	0,0		
omerville, MA	MA Chapter 12, Article VII	City legislation	2014 75.754	5: 6	,0 4	16,0	5: 12,0	1 3,2	2: 5 2	0 2	3,2	2: 3	2,4	5 8,0	); O	0,0	12,0	
	Complete Streets Administrative Policy for the town of							-4	· · · · · · · · · · · · · · · · · · ·		3			-1			<del>-</del>	7
outh Hadley, MA	MA South Hadley	City policy	2016 17.514	5 6	,0 5	20,0	5 12,0	4 12.8	5 2	0	5 81	3 3	4	5 80	0 0	0.0	20,0	o)
pencer, MA	MA (Complete Streets Policy	City policy City policy	2016 17.514 2015 11.688	5	.0 5	20,0	5 12,0	4 12,8		ō:	9,0	j	0	5 8.0		0.0	12,0	3
pringfield, MA	MA Complete Streets Policy	City policy	2015 153.060		,0 5	20,0	5 12,0	4 12,8		0	8,0	; <u>-</u>	1.0	5 8.0		0.0	20,0	
	MA Complete Streets Policy	City policy	2017 1.947			20,0	5 12,0	4 12,8			5 8.0		7.4	ĕŞ,		4.0	12,0	( <del> </del> -
tockbridge, MA toneham, MA	MA Complete Streets Policy  MA Complete Street Policy	City policy			,6 5		5 12,0 5 12,0	4 12,8 5 16.0					74	5 8,0	·	-253	20,0	
		City policy		5; b	,0 5 ,0 5	20,0	U; 1Z,U			0: !	8,0		2,4;	8,0		0,0		
toughton, MA		City policy	2014 26.962			20,0	5 12,0	5 16,0		0; !	8,0		-, -,	5 8,0		0,0	12,0	
tow, MA	MA Complete Streets Policy	City policy	2016 6.590		,0 5	20,0	5 12,0	4 12,8		0 .	8,0		2,4	5 8,0	); 0	0,0 4	16,0	)
underland, MA	MA Complete Streets Policy	City policy	2016 3.684		,0 5	20,0	5 12,0	4 12,8		0 .	5, 8,0		1,0	5 8,0	); 0	0,0	20,0	
wampscott, MA	MA Complete Streets Policy	City policy	2016 13.787		,0 5	20,0	5 12,0	4 12,8	3 5 2	0 .	8,0	3	2,4:	5 8,0	); 0	0,0	16,0	
unton, MA	;MA ;Policy on Complete Streets	City policy	2016 55.874	5 6	,0 5	20,0	2 4,8	4; 12,8	5 2	0;	5,8	3 3	2,4;	5 8,0	5	4,0; 3	12,0	
mpleton, MA	MA Complete Streets Policy	City policy	2017 8.013		,6 5	20,0	5 12,0	4 12,8	3 5 2	0; 3	3 4,8	3 3	2,4	5 8,0	); 5	4,0; 2	8,0	)
wksbury, MA	MA Complete Streets Policy	City policy	2017 28.961		.0 5	20,0	5 12,0	4 12,8		0	8 (	3	2.4	5 80		0.0	16,0	
sbury, MA	MA Complete Streets Policy	City policy	2017 3.949		,6 5	20.0	5 12.0	4 12.8		0	8.0	5 5	1.0	5 80		4.0	20,0	).
psfield, MA	:MA :Complete Streets Policy	City policy	2017 5.945		,0 5	20.0	5 12,0	4: 12,8		0:	8.0		4	5 8.0		0.0: 4	16.0	
wnsend, MA	MA Complete Streets Policy  MA (Complete Streets Policy)	City policy	2016 8.926		,0 5	20,0	5 12,0	12,0		0: :	8.0		2,4; 1.0:	5 8.0		4,0 5	20,0	
		City policy	2016 8.926		,0 5			40.40					1,0;	5,0		4,0;	3 12,0	( <del></del>
ngsborough, MA	MA Complete Streets Policy MA Complete Streets Policy					20,0	5 12,0	4 12,8 4 12.8		0 3	3 4,8		1,0	5,0			12,0	
pton, MA		City policy			,0 5	20,0	2 4,8			0:	8,0		1,0	5 8,0		0,0		
Vakefield, MA	:MA :Complete Streets Policy	City policy	2017 24.932		,6 5	20,0	5 12,0	4: 12,8		.0:	8,0		2,4	5 8,0		0,0	20,0	
/ales, MA	MA Complete Streets Policy	City policy	2016 1.838		,0 5	20,0	5 12,0	4 12,8		.0	8,0		2,4	5 8,0		4,0	20,0	)
Vatertown, MA	MA A Resolution Establishing a Complete Streets Policy	City resolution	2017 31.915	3: 3	,6 5	20,0	5: 12,0	4 12,8		0 !	5 8,0		1,0	5 8,0		4,0	12,0	
Vest Boylston, MA	MA Policy on Complete Streets	City policy	2016 7.669	5; 6	,0 5	20,0	5; 12,0	5 16,0		0 .	5 8,0	0; 3) 2	2,4	5 8,0	0; 0	0,0	20,0	
Vest Brookfield, MA	:MA :Complete Streets Policy	City policy	2017 3.701 2016 28.391	3 3	,6 5	20,0	5 12,0	4; 12,8	5 2	0:	8,0	3 3	2,4:	5 8,0		0,0; 5	20,0	)
Vest Springfield, MA	;MA ;Ordinance	City legislation		5 6	,0 5	20,0	5 12,0	4 12,8	5 2	0,	8,0	5 4	1,0;	5 8,0	0 0	0,0; 5	20,0	
Vest Stockbridge, MA	MA Complete Streets Policy	City policy	2016 1.306	5; 6	,0 5	20,0	5 12,0	4 12,8	3: 5 2	0	8,0	0: 5	1,0	5 8,0	0; 5	4,0	16,0	):
Vest Tisbury, MA	MA Complete Streets Policy	City policy	2017 2.740	3: 3	.6 5	20,0	5 12,0	4 12,8	3: 5 2	0	5 8.0	5 4	1.0	5 8.0	D: 0	0.0	20,0	):
Vestford, MA	MA Complete Streets Policy		2016 21.951	3; 3	6 5	20.0	5 12.0	4 12,8		0:	5 8,0	) 3	2.4:	5 8.0	); O	0.01 4	16,0	
Vestwood, MA	MA Policy on Complete Streets	City policy City policy	2015 14.618	5 6	,6 5 ,0 5	20,0	5 12,0	2 64	1 5 2	0	8 (	5	10	5 8.0	0	0.0	20.0	
Veymouth, MA	MA Complete Streets Policy	City policy	2015 53.743		,6 5	20,0	5 12,0	5 16,0	5 2	0 .	8.0	3	2 4	5 8.0		0.0	20,0	
Vhately, MA	MA Complete Streets Policy	City policy	2016 1.496		0 5	20,0	2 4.8	4 12,8		0.	8.0		2 4	0,0		0.0	20,0	·
/ilitara-land	MA Complete Streets Policy 8/17/17	City policy	2010 1.430			20,0	5 12,0	4 12,8		0								
Villiamsburg, MA		City policy City policy		<u>5</u> ;	,0 5 ,0 5			4 12,8		Ü:	8,0	5	1,0	5 8,0	J; 5	4,0	20,0	3
/illiamstown, MA		City policy	2016 7.754			20,0	5 12,0			,U; ;	8,0	3)	2,4;	5 8,0	J. U	0,0; 4	16,0	
Vinchendon, MA	MA Complete Streets Policy	City policy	2016 10.300		,0 5	20,0	5 12,0	5 16,0		0	5, 8,0		2,4	5 8,0	0	0,0	20,0	
Vinchester, MA	MA Complete Streets Policy	City policy	2016 21.374		,0 5	20,0	5 12,0	4 12,8		U (	8,0	J; 5} '	1,0	5 8,0	i; 0	0,0	20,0	
/inthrop, MA	:MA :Complete Streets Policy	City policy	2017 17.497		,0 5	20,0	5 12,0	4; 12,8	5 5 2	U (	8,0	J 3 1	<u>4,4;</u>	5 8,0	J; 5	4,0; 5	20,0	<u> </u>
nne Arundel, MD	:MD :Resolution No. 6-14	City resolution	2014 537.656		,2 3	12,0	0,0	0; 0,0	5 2	.0; (	0,0	0 0	),0;	0,0		0,0; 2	8,0	)
altimore, MD	MD Council Bill 09-0433	City resolution	2010 620.961		,0 3	12,0	3 7,2	4 12,8	3 0 0	0 (	0,0	0 0	),0	0,0	5	4,0; 4	16,0	
rederick, MD	MD Resolution NO. 16-11	City resolution	2016 65.239	3: 3	,6 5 ,0 4	20,0	2 4,8	1 3,2			0,0		2,4	5 8,0		0,0	4,0	))
agerstown, MD	MD Livable Streets Policy and Design Guidelines	City resolution	2015 39.662			16,0	5 12,0	4 12,8	5 2	0 (	0,0	2	1,6	5 8,0		0,0	8,0	)
ockville, MD	:MD :Complete Streets Policy	City policy	2009 61.209		,0 4	16,0	3 7,2	3. 9,6	5 5 2	0: (	0,0	5 4	1,0	5 8,0	0 0	0,0; 1	1, 4,0	)
alisbury, MD	MD Resolution No. 2431	City resolution	2014 30.343		.6 5	20.0	5 12,0	2 6.4	5 2	.0:	3.2	2 5	1.0:	5 8.0		4.0 2	8.0	j)
uburn, ME	ME Complete Streets Policy	City policy	2013 23.055		,0 5	20,0	5 12,0	4 12,8	5 2	0	3,2	2 5	1.0	5 8.0		4,0	16,0	)
runswick. ME	ME Complete Streets Policy	City policy	2016 20.278	····š	6 5	20.0	5 12.0	1 32			3.2	5	1.0:	5		0.0	12.0	j
ort Kent, ME	:ME :Complete Streets Policy	City policy	2015 4.097		,2 5	20,0	5 12,0	4: 12,8		0: 2	3,2		1.0:	5 8.0		0.0: 4	16,0	
ewiston, ME	:ME :Complete Streets Policy	City policy City policy	2013 36.592		.0 5	20,0	5 12,0	4 12,8		ř	3,4	<u>,                                     </u>		5 0,0		4.0: 4	16,0	
ewiston, ME		City legislation	2013 36.592		,0 5	20,0	5 12,0	4 12.8		0: 2	2 3,2	2 5	1.0:	5 0,0	). U	0.0	5 20,0	
wiston, ME	ME Resolution	City legislation City resolution	2017 36.592	9	9	20.0		7,!2,5		0 (	0.0		7,0;	ŏ,	<u> </u>	0,0	1 4.0	
					2		0, 0,0	0,0					1,01	ğ 0,0	<u> </u>	<u>,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,</u>		
rtland, ME	ME Complete Streets Policy	City policy	2012 66.194	5; 6	,0 5	20,0	5 12,0	4: 12,8	5 5 2	.0:	3,2	<u> </u>	1,0	5 8,0		4,0	12,0	\$
arborough, ME	ME Complete Streets Policy	City policy	2016 18.919	3 3	,6 4	16,0	5 12,0	1, 3,2	2 5 2	U; 2	2) 3,2	<u>4</u> 5 4	1,0;	5 8,0	·	4,0; 4	16,0	
outh Portland, ME	ME Order #63-17/18	City policy	2017: 25.002	3: 3	,6 1	4,0	5: 12,0	4 12,8		0	8,0		1,0	0,0	); O	0,0	16,0	J:
indham, ME	ME Complete Streets Policy	City policy	2014 17.001	3; 3	,6 4	16,0	5 12,0	0,0		0 2	2 3,2		),0	5 8,0	); 0	0,0	12,0	
me Township, MI	MI Resolution	City resolution City resolution	2011 4.375	1 1	,2 4	16,0	0,0	0,0	0 0	0 (	0,0	0 0	0,0	0,0	0; 0	0,0	0,0	
egan, MI	MI Resolution 10.42	City resolution	2010 4.998	1) 1	,2 4	16,0	0,0	0,0	0 0	,0; (	0,0	0 (0	),0;	0,0	0 0	0,0;	4,0	
en Park, MI	MI Resolution 10-1214-294	City resolution	2010 28.210	3: 3	,6 5	20,0	5 12,0	1 3.2	2: 0 0	0 (0	0,0	3	2,4	0,0	); O	0,0	0,0	);
na. MI	MI Resolution	City resolution	2013 9.383	1; 1	,2 4	16,0	0,0	0.0	0 0	0 (	0,0	0 0	0,0	0,0		0,0	4,0	);
pena, MI	MI Ordinance 11-414	City legislation	2011 10.483		,2 4	16.0	3 72	5 16.0		0:	0,0		0.0	0 0,0		0.0	4,0	
nn Arbor, MI	MI Resolution R-11-088	City legislation City resolution	2011 10.483 2011 113.934		6	20,0	3 7,2 0 0,0	ň,	j:	ŏ;;	<u> </u>	ž:)	í ő:	·	í:	ŎŎ	7,0	}
las Township, MI	MI Resolution No. 11-02	City resolution	2011 7.993		,6 5	20,0	5 12,0	1: 0,0	<u> </u>	0 (	3,4		7,0,	0,0	<del></del>	0,0,	0,0	<del>(</del>
as rownship, wil	MI   Resolution No. 11-U2   MI   Resolution 48-10		2011 7.993					1 3,2			0,0		2,4	0,0		0,0	0,0	
rkley, MI	, mi , recondition to to	City resolution	2010 14.970	1	,2 4	16,0	0,0	0,0		0 (	0,0	u; U) (	0,0	0,0		0,0	1, 4,0	
errien Springs, MI	MI Resolution	City resolution	2011 1.800 2011 20.103	1;1	,2) 5	20,0	0,0	0,0	0 0	.0: (	0,0		0,0	0,0		0,0	0,0	<u>)</u>
rmingham, MI	;MI ;Resolution	City resolution	2011 20.103		,2 4	16,0	0,0	0; 0,0	0 0	.0; (	0,0		),0;	0,0	) 0	0,0; 1	1 4,0	
urt Township, MI	MI Resolution	City resolution	2011 522		,2 4	16,0	0,0	0, 0,0	0 0	0; (	0,0		0,0	0,0	0; 0	0,0	0,0	);
	A Resolution Supporting a "Complete Streets" Policy		7				7		·		7	······		-1	·		7	7
awson, MI	MI for the City of Clawson	City resolution	2010 11.825	1 1	,2 4	16,0	0,0	0.0	) n	,0	0,0	0 0	0.0	0.0	o!	0,0	1 4.0	o)
arborn, MI	:MI :Resolution 3-133-12	City resolution	2012 98 153	1 1	,2 5 ,6 5	20,0	0,0	0. 0.0		0: (	0,0		0,0;	0,0		0.0: 1	4,0	
	:MI :Ordinance 123		2012 25.877		2 <del>=</del> 4 <u>-</u> 24.	20,0	5 12,0	4 12,8	<u>.</u> ,	(E+)	· · · · · · · · · · · · · · · · · · ·	::::::\ :::::::::::::::::::::::::					4,0	
elhi Township, MI		City legislation	2012 25.877							0;	8,0	); O: /	0,0	0,0	n: n:	0.0		

					Intent		sers and mode		rojects	Exceptions		onnectivity		isdiction		xibility	Context		Metrics	Implemen		
•		_			Weig		Weighte		Weighted	Weigh		Weight		Weighted		Weighted			Weighte		eighted	
agency ast Lansing, MI	State Policy name MI Ordinance No. 1277	Type City logislation	Year 2012	Population I 48 579	Points poin	ts Po	oints points	Points	points Po	oints points	Poin	ts points	Points	points 5 8.0		points	Points point	ts Poir	nts points	Points po	ints Tota	al scor
scanaba, MI	MI Resolution	City legislation City resolution	2011	12.616	·····	1,2	4 16	3,0	0 0,0	0	0,0	0	0,0	0,0		óó,	0. 0	0,0;		0.0	0,0	17
enton Charter Township, MI	MI Resolution No. 2011-25	City resolution	2011	15.552	1	1,2	4) 16	5,0	0 0,0	0	0,0		0,0	0,0	) (	0,	0	0,0		0,0	0,0	17
erndale, MI	MI Ordinance No. 1101	City legislation	2010	19.900	1)	1,2		3,0	3 7,2	5	16,0	5	2,0	0,0		0,	0 0	0,0	0 (	0,0 1	4,0	46
lint, MI remont, MI	MI Resolution No	City resolution City resolution	2009	102.434 4.081	<u>1)</u>	1,2 1.2	4) 16 4) 16		0, 0,0 0 0,0	0	0,0		2,0; 0,0;	0,0		0,		0,0		0,0; 0 0,0; 0	0,0 0,0	19
arfield Charter Township (Grand Traverse	ivii itesolution N-11-00	City resolution	2011	4.001		1,2		,,,,	0,0,		0,0		0,0,	0,0		,,		0,0		5,0	0,0	
county), MI	MI Resolution 2013-01-T	City resolution	2013	13.840	1	1,2 1,2	4 16		0,0	0	0,0	0	0,0	2 3,2	2: 0	0,	0 0	0,0	0 (	0,0 1	4,0	24
enesse Charter Township, MI	:MI :Resolution #11-13	City resolution	2011	21.581	1)	1,2	5) 20		0 0,0	0	0,0	5	2,0	0,0	) C	0,	0:	0,0		0,0	0,0	23
ibraltar, MI Badstone, MI	MI Resolution No. 011-001 MI Ordinance No. 586	City resolution	2011	4.656 4.973	3	3,6		),0 3.0	5 12,0	1;	3,2 12,8	0	0,0;	0,0	3	3 2,		0,0 8.0		0,0; 0	0,0	4 5
Grand Blanc Charter Township, MI	MI Complete Streets Resolution	City legislation City resolution	2012	37.508	1:	3,6 1,2	5 20		3 7,2 0 0.0	0	0.0:	5	2.0	0.0	5	<del></del>	0	0.0:		0.0	0.0	2
Grand Haven, MI	MI Complete Streets Resolution	City resolution	2011	10.412	1	1,2		5,0	0,0	0	0,0		0,0	0,0	) (	0,	0	0,0		0,0	0,0	1
rand Rapids, MI	:MI :Resolution	City resolution	2011	188.040	1)	1,2 1,2		,0	0 0,0	0	0,0		0,0	0,0	) (	0,	0: 0	0,0	0 (	0,0 1	4,0	
amburg Township, MI	MI Resolution MI Resolution 2010-120	City resolution City resolution	2011	21.165 22.423	1	1,2		5.0	0; 0,0 0; 0,0	0;	0,0	0	0,0	0,0	0	0,	0; 0	0,0	0 (	0,0	0,0	1
amtramck, MI ancock, MI	M Ordinance No. 287	City legislation	2010	461	3	3,6	5 20		3, 7,2	4	12.8	5	2.0	0.0		0,	0: 0	0.0:		0.0 1	4.0	
olland, MI	:MI :Resolution	City resolution	2011	33.051	1	1,2	4 16		0,0	0	0,0		0,0	3,2		0,	0: 0	0,0		0,0	0,0	2
oughton, MI	:MI :Ordinance	City legislation	2010	7.708	3	3,6	4 16		3 7,2	4	12,8		0,0	0,0	) 5	5 4,	0; 5	8,0	0 (	0,0	0,0	5
onwood, MI	MI Ordinance No. 490	City legislation	2011	5.387	3;	3,6		3,0	3; 7,2		12,8;		0,0	0,0		4,	0 5	8,0;		0,0	0,0	5
hpeming, MI ickson, MI	MI Resolution 2011-01	City policy City resolution	2011	6.470 33.534	3;	3,6		3,0 3,0	5 12,0 5 12,0	4	12,8; 0,0		0,0	0,0		3 2,	4 5	8,0; 0.0		0,0 0,0 0	0,0;	5 3
nesville, MI	MI Complete Streets Program Policy	City resolution	2006	2.258	3	3,6 3,6	4 16	5.0	5 12.0		0.0:		0.0	0.0		2 1.	6: 5	8.0		0.0	0,0	3
	Resolution Supporting the Development of Compl							254							·	·						
alamazoo, MI	MI Streets Policies	City resolution	2016	74.262	1	1,2		3,0	0 0,0	0	0,0		0,0	0,0		0,		0,0		0,0	0,0	1
ngsley, MI	MI Resolution 01-2013	City resolution City resolution	2013	1.480 7.561	1/	1,2 1,2	4 16	0,0	0,0	0	0,0	0	0,0	3,2	2	0,	0: 0	0,0		0.0 1	4,0 0,0	2 1
nross Township, MI ike Isabella, MI	MI Resolution 2011-11 MI Resolution	City resolution	2011	1.681	1!	1,2	4; 16 4; 16	,,u	0, 0,0	<del>0</del> ;	0.0	0	0.0	0,0	j	,, U,	Ö: 0	0,0		0,0; 0; 0.0 0;	0,0	1
insing Township, MI	MI Ordinance	City legislation	2011	8.126	1	1,2		5,0	5 12,0	4	12,8;	Ö	0,0	5 8.0	5	ō.	0 0	0,0;		0,0 2	8,0	5
ansing, MI	IMI Ordinance No. 1145	City legislation	2009	114.297	1	1,2	4 16		3 7,2	0	0,0		2,0	0,0		0,	0: 0	0,0		0,0 1	4,0	3
athrup Village, MI	MI Ordinance No. 421-11	City legislation	2011	4.075	3	3,6	3; 12		5 12,0		12,8		0,0:	0,0		2,	4; 0	0,0		0,0; 1	4,0	4
slie, MI nden. MI	MI Ordinance No. 202 MI Resolution	City legislation City resolution	2012	1.851 3.991	5	6,0	4 16	5,0	5 12,0 0 0,0	4; 0	12,8		2,0 0,0	5) 8,0 0) 0.0		0,		0,0;		4,0 4 0.0 0	16,0 0,0	7
ing Lake Township, MI	MI Resolution	City resolution	2013	8.662	<del></del>	1,2 1,2		5.0	2 4,8	0	0.0	0	0.0	2 3.2	2	0.	0 0	0.0		0.0 1	4,0	2
dington, MI	;MI ;Resolution	City resolution	2011	8.076	1	1,2	4; 16	3,0	0,0	0;	0,0	0	0,0;	0,0	0	0,	0; 0	0,0		0,0	0,0	1
ackinaw City, MI	MI Resolution	City resolution	2010	806	1	1,2		3,0	0 0,0	0	0,0		0,0	0,0		0,		0,0		0,0	0,0	1
anistique, MI	MI Resolution	City resolution	2010	3.097 603	1;	1,2 1,2	4 16 4 16	5,0	0,0	0	0,0:		0,0	0,0		0,	0 0	0,0;		0,0 1	4,0 0.0	1
arquette Township, MI arquette, MI	M Resolution  M Complete Streets Guiding Principles	City resolution City policy	2011	21.355	3	3,6		2.0	0 0,0 5 12.0		0.0		0,0; 2,0;	0,0		0,	4 5	8.0		0,0 0 0.0 1	4.0	4
eridian Charter Township, MI	MI Ordinance 2012-06	City legislation	2012	39.688	<u>3</u>	1.2	5 20		5 12,0	4:	12,8		2,0	5 8.0		0	0. 0	0.0		4.0 3	12,0	7
iddleville, MI	MI Resolution 15-11	City resolution	2015	3.319	5;	6,0	5 20	0,0	5 12,0	4	12,8;	5	2,0	2 3,2	2; 0	0,	0 0	0,0;		0,0	12,0	6
idland, MI	MI Complete Streets Policy	City internal policy	2010	41.863	3	3,6		,0	3 7,2	0	0,0		0,0	0,0		2, 1,	6 5	8,0		0,0	0,0	2
filford Township, MI fount Pleasant, MI	:MI :Resolution :MI :Ordinance No. 996	City resolution City legislation	2011 2015	9.561 26.016	3	3,6 3,6	5 20 5 20		5 12,0 5 12,0	1	3,2 12,8	. 0	0,0:	3 4,8	3	3)2,	4: 0	0,0		0,0 0	0,0 16,0	46 69
fundy Charter Township, MI	MI Resolution No. 10-13	City resolution	2010	15.082	1:			1,0	0. 0,0	0	0.0:	3	0.0	0.0	2: 0	0,	0:	0.0:		0.0 0	0,0	
unising, MI	MI Resolution	City resolution	2011	2.355	1,	1,2 1,2	4 16	3,0	0,0	0	0,0;		0,0	0,0		0,	0 0	0,0;	0 0	0,0	0,0	1
uskegon, MI	MI Complete Streets Policy	City policy	2014	172.188	1)	1,2	4 16	3,0	0,0	1	3,2 0.0	5	2,0	2 3,2	2 3	3) 2,	4 5	8,0		0,0 1	4,0	4
ewberry, MI orth Muskegon, MI	MI Resolution MI Resolution 2013-137	City resolution City resolution	2011	1.519 3.786		1,2	4) 16 5 20	5,0	0 0,0 0 0,0	0;		0	0,0;	0,0	); (	0,	0; 0	0,0		0,0	0,0	1 2
orth Muskegon, Mi orthville, Mi	MI Complete Streets Resolution	City resolution	2013	5.970		1,2 1.2	5 20		0 0,0	<u>u</u> ;	0,0:		0,0	0,0		) }	n:	0,0:		0,0 0	0,0; 4,0;	2
orton Shores, MI	MI Resolution	City resolution	2013	23.994	1			3,0		0	0,0	0	0.0	2 3.2		0.	0: 0	0.0	0 0	0.0 1	4,0	2
orway, MI	;MI ;Ordinance #402	City resolution City legislation	2013 2012	2.845	5	1,2 6,0	4 16	3,0	0 0,0 3 7,2	4	12,8	5	2,0;	0,0	5	4,	0; 5	8,0	0 (	0,0 1	4,0	6
ovi, MI	MI Resolution MI Resolution No. 11-04	City resolution	2010	55.224	1	1,2		3,0	0,0	0	0,0		0,0	0,0		0,	0 0	0,0		0,0 1	4,0	2
akland Charter Township, MI Isego, MI	MI Resolution No. 11-04 MI Resolution No. 2011-18	City resolution City resolution	2011	16.779 3.956	<del>1</del> ;	1,2	5 20 4 16		0 0,0 0 0,0	0	0,0;		0,0	0,0		0,		0,0;		0,0 1	4,0	2
wosso, MI	MI Resolution	City resolution	2011	15.194	·····∤····	1,2	5 20		0.0	·····	0.0	0	0.0:	0.0	5	, , , ,	0:	0.0		0.0	0.0	
xford, MI	MI Resolution	City resolution	2011	3.436	1	1,2		3,0	0 0,0	0	0,0	0	0,0	0,0	0 0	0,	0; 0	0,0	0 (	0,0	0,0	1
ellston, MI	MI Resolution	City resolution	2011	822 2.366	1	1,2 1,2	4 16		0,0	0	0,0:	0	0,0	0,0		0,	0 0	0,0		0,0	0,0	1
ere Marquette, MI ttsfield Township, MI	MI Resolution MI Ordinance No. 294	City resolution	2011	2.366 34.663	1;	1,2 3,6		3,0 2,0	0, 0,0 5 12,0	0;	0,0	0	0,0; 2,0;	0,0		0,	0: 0	0,0	0 (	0,0 0,0 1	0,0	1
ttsfield Township, Mil	Resolution of the Portage City Council in Support	City legislation	2011	34.663	3	3,0	3 12	2,0	5 12,0		0,0		2,0;	5 8,0	4	0,	0	0,0		J,U; 1	4,0	4
ortage, MI	MI the Complete Streets Policy	City resolution	2015	46.292	3	3,6	5 20	0,0	5 12,0	4	12,8	5	2,0	5 8,0	o: 3	2.	4 5	8,0	0 (	0,0 4	16,0	8
posevelt Park, MI	MI Resolution 13-006	City resolution	2013	3.831	1	1,2	4 16	5,0	0,0	0	0,0	0	0,0	0,0		0,	0; 0	0,0		0,0	0,0	1
aline, MI	:MI :Ordinance No. 731	City legislation	2010	8.810	3	3,6		0,0	3 7,2	4;	12,8		0,0;	0,0	5	5 4,	0: 5	8,0		0,0; 0	0,0	5
ult Ste. Marie, MI Ignace, MI	MI Resolution MI Ordinance No. 627	City resolution City legislation	2010	14.144 2.452	1:	1,2	4 16 4 16	274	0 0,0 3 7,2	U;	0,0 12,8		2,0	2) 3,2 0 0.0	<u> </u>	0,	u; 0	0,0	. U	0,0; 0;	0,0	2 5
erling Heights, MI	MI Resolution	City resolution	2011	129.699	1:	3,6 1,2	4) 16	5,0	0.0	0	0.0:	0	0,0	0.0	5	ó	0: 0	0,0		0,0	0,0;	
×	Resolution Supporting the Michigan Department of	of											لسسمنت	7	Ť	1						
	Transportation Complete Streets Initiative as Outli	ned	1												J	}						
uttons Bay, MI	MI in Public Act 134, and Public Act 135, of 2010	City resolution	2011	618	1;	1,2 3,6	4 16	5,0 5.0	0,0	0	0,0		0,0	0,0		0,		0,0		0,0	4,0	2
ylor, MI averse City, MI	M Ordinance No. M Resolution	City legislation City resolution	2010	63.131 14.674	3; 1;	3,6 1,2		5,0 5,0	3, 7,2 5 12,0	<del>4</del> !	12,8; 0.0		0,0	0,0		4,	0: 5	8,0;		0,0 0.0 0	0,0	5 2
ion Charter Township, MI	MI Resolution	City resolution	2011	12.927		1,2	4 16		0 0,0	0	0,0;		0,0	0,0		0,	ŏ ŏ	0,0		0,0; 0	0,0	····· <u>1</u>
ilker, MI	MI Resolution #13-281	:City resolution	2013	23.537	5	6,0	4 16	3,0	0: 0,0	0	0,0:		0,0	0,0	): C	0,	0 5	8,0:		0,0	0,0	
irren, MI	MI Resolution	City resolution	2012	134.056	1;	1,2		5,0	0 0,0	0	0,0;		0,0	0,0		0,		0,0		0,0	0,0	
yland, MI	MI Resolution No. 2011-10	City resolution	2011	4.079	1	1,2	4 16	3,0	0 0,0	0	0,0	0	0,0	0,0	) 	0,	0 0	0,0		0,0 1	4,0	
ilamston, MI odhaven, MI	MI Resolution	City legislation	2011	12.875	1!	3,0	5; 20 4 16	3,0 3,0	0 0,0	0	0,0;	0	0,0;	0,0	j	0,	ŭ: V	0,0;	~~ <u>`</u>	0,0; 1;	0,0	
silanti, MI	MI Ordinance	City legislation	2011	19.435	3:	1,2 3,6		2,0	5 12,0	4	12,8;	5	2,0	5 8,0			4 0	0,0;		0,0	0,0;	
eland, MI	MI Complete Streets Policy	City policy	2013	5.504	5	6,0		0,0	5 12,0	4	12,8		0,0	2 3,2			4 5	8,0		0,0 1	4,0	
	Subdivison Ordinance Section 129 (t) (Ordinance	No.	1 1			- 1									1	}		1			1	
pert Lea, MN	MN 124, 4d)	City legislation	2009	18.016	1	1,2		,0	0,0	0	0,0		2,0	3 4,8		1,		0,0		0,0	0,0	
stin, MN	MN Complete Streets Policy MN Resolution No. 06-14-2011	City policy City resolution	2012		3;	3,6		0,0	5 12,0	0	0,0;	5	2,0	0,0	); 2	1,		8,0;		0,0	0,0 12,0	
ittle Lake, MN g Lake, MN	MN Resolution No. 06-14-2011 MN Resolution No. 2010-74	City resolution City policy	2011 2010	875 10.060	3; 5;	3,6 6,0		),0 3,0	5 12,0 5 12,0	4 4	12,8 12,8	5	2,0 2,0	0,0 2 3.2		5) 4, 5 4		8,0; 8,0		0,0; 3; 0,0; 3	12,0 12,0	
g Lake, MN oomington, MN	MN Complete Streets Policy	City policy	2010	82.893	5¦	6,0	5; 20		5 12,0		12,8		2,0;	5 8,0		5 4,		8,0;		0,0; 3;	0,0	
eckenridge, MN	MN Resolution No. 12092-42/2011	City resolution	2011	3.386	3:	3,6	5 20	0,0		4	12,8:	5	2,0	0,0		4,		8,0:		0,0 3	12,0	
rooklyn Center, MN	MN Complete Streets Policy	City policy	2013	30.104	3	3,6	3 12	2,0	3 7,2 5 12,0	4	12,8	5	2,0	5 8,0	5	4,	0 5	8,0	5	4,0 3	12,0	7
yron, MN	:MN :Resolution	City resolution	2010	4.914	3	3,6		),0	5 12,0	4;	12,8		2,0;	0,0		4,	· · · · · · · · · · · · · · · · · · ·	8,0		0,0 1	4,0	6
ilworth, MN	MN Resolution 11-09 MN Resolution No. 10-0218	City resolution City resolution	2011	4.024 86.265	3	3,6 1,2	5 20	0,0 6,0	5 12,0 0 0,0	1)	3,2 0,0		2,0 0,0	0,0 2 3,2		4,	0; 5	8,0	0 (	0,0 1	4,0 8,0	5 2

				Intent :Weighte	Users and mo		Projects Weighted	Exceptions Weighted	Connectivity  Weighter		diction Weighted	Flexibility Weighte	Context ed Weigl	Metrics	Implemen	ntation   eighted
Agency	State Policy name	Туре	Year Population Po	oints points	Points points				Points points	Points	points	Points points	Points points			
alcon Heights, MN	MN Complete Streets Policy	City policy City resolution	2011 5.321	3 3		20,0	5 12,0	1 3,	2 5 2	,0 2	3,2	2 5 4	1,0 5	8,0 0	0,0 0	0,0
Fergus Falls, MN	MN Resolution No. 141-2012	City resolution	2012 13.138	3 3		20,0	5 12,0	4 12,	8 5 2	,0; 0	0,0	5 4	1,0; 5	8,0 0	0,0; 0;	0,0
Frazee, MN Golden Valley, MN	MN Resolution 0813-12A MN Resolution 11-8	City resolution	2012 1.350	3		20,0 16.0	5 12,0	4 12	8 5 2	,0 0	0,0		1,0 5	8,0; 0	0,0	0,0
Hawley, MN	MN Resolution 11-8 MN Resolution 16-66	City resolution City resolution	2011 20.371 2016 474			20,0	0 0,0 5 12,0	1: 3	0; 5 2	.0: 0	0,0		10: 5	0,0; U	0.0 1	0,0 2 4,0 5
Hopkins, MN	;MN ;Legislative Policy 8-I	City policy	2013 17.591			20,0	5 12,0	4 12		.0: 2	3.2		10: 5	8.0	0.0: 3	12,0 7
Hutchinson, MN	MN Complete Streets Policy	City policy	2015 1.220			20,0	5 12,0	1 3,		.0. 5	8,0		1,0; 5	8,0	0,0 3	12,0 7
Independence, MN	MN Resolution No. 10-0413-03	City resolution	2010 3.504	1: 1		20,0	3 7,2	0 0,	0: 0 0	,0 2	3,2	2 2 1	1,6 0	0,0: 0	0,0 1	4,0 3
Independence, MN	MN Complete Streets Policy	City policy	2011 3.504		3,6 2	8,0	5 12,0	1 3,		,0; 2	3,2	2 5 4	1,0; 5	8,0 0	0,0 2	8,0 5
Jackson, MN	:MN :Complete Street Policy	City policy	2015 3.299		3,6; 2;	8,0	5 12,0	1; 3,		,0; 0	0,0	<del>-</del>	1,6; 5	8,0 0	0,0 4	16,0 5
Maple Plain, MN Maplewood, MN	MN Complete Streets Policy MN Living Streets Policy	City policy City policy	2013 1.768 2013 38.018		1,2 2 1,2 0	8,0	5 12,0 3 7,2	4 12	8 5 2	,0 2	3,2	2 2 1	1,6; 5	8,0	0,0	0,0 4 4.0 2
Minneapolis, MN	MN Complete Streets Policy	City policy	2016 382.578			20,0	2 4,8	4 12	8 5 2	0 5	8,0	5 4	10: 5	8.0 0	0.0	20,0 8
New Hope, MN	:MN :Resolution	City resolution	2011 20.339			20,0	5 12,0	0: 0.		,0: 0	0.0	0 0	0.0: 5	8.0 0	0.0	0,0 4
New Hope, MN	MN Complete Streets Policy	City policy	2011 20.339	5 6		20,0	5 12,0	4 12		.0 2	3,2	2 5 4	1,0; 5	8,0 5	4,0 3	12,0 8
New Ulm, MN	MN Complete Streets Policy	City policy	2016; 13.522	3; 3	3,6 4	16,0	2: 4,8	0 0,	0; 5 2	,0 0	0,0		1,6	8,0; 0	0,0 1	4,0; 4
Northfield, MN	MN Resolution 2012-017	City resolution	2012 20.007			20,0	5 12,0	5 16,		,0 2	3,2		1,0 5	8,0; 0	0,0 3	12,0 8
Ottertail, MN	:MN :Resolution 2013-02	City resolution	2013 572			20,0	5 12,0	4 12		,0; 0	0,0		1,0; 5	8,0 0	0,0 1	4,0 €
Parkers Prairie, MN Pipestone, MN	MN Resolution 13-06 MN Resolution	City resolution City resolution	2013 1.011 2011 4.317	3: 3		20,0 20.0	5 12,0 5 12,0	4 12 4 12		,0; 0	0,0	5 4	1,0; 5	8,0; 0	0,0 1	4,0 6 12,0 7
Red Wing, MN	MN Resolution No. 6196	City resolution	2011 4.317 2011 16.459			20,0	5 12,0	4 12		,0 2	3.	0 0	10: 5	8.0 0	0.0	12,0;
Rochester, MN	MN   Complete Streets Policy	City policy	2009 106 769			20,0	5 12,0	4: 12		0 0	0.0	5 4	10: 5	8.0	0.0	12,0 7
St. Cloud, MN	MN Resolution 2011-11-164	City resolution	2011 65.842	3 3		20,0	5 12,0	4 12		,0, 0	0,0	5 4	1,0; 5	8,0 0	0,0 3	12,0 7
St. Paul, MN	MN Resolution No. 09-213	City resolution	2009) 285.068	1: 1	1,2 5 2	20,0	3 7,2	0, 0,		,0 0	0,0		0,0;	0,0: 0	0,0 1	4,0
Stewartville, MN	MN Resolution 2010-32	City resolution	2010 5.916	3; 3	3,6 5 2	20,0	5 12,0	4 12		,0 0	0,0		1,0 5	8,0; 0	0,0 1	4,0; €
Worthington, MN	MN Resolution Establishing a Complete Streets Policy MO Livable Streets Policy	City resolution City policy	2013 12.764 2016 1.961	3 3		20,0	5 12,0	4 12,	8 5 2	,0: 0	0,0	5 5 4	1,0	8,0 0	0,0 1	4,0 <b>6</b>
Anderson, MO Belton, MO	MO Livable Streets Policy MO Resolution R2012-03	City policy City resolution	2016 1.961 2012 23.116			20,0 8.0	5 12,0 5 12,0	0; 0, 5 16	0 5 2	,0; 5 ,0 2	8,0	y U 0	J,U; 0	0,0; 0 8.0; 0	0,0; 4	16,0 <b>6</b>
Blue Springs, MO	MO Resolution R2012-03	City resolution	2012 23.116		1,2 2 1,2 4	16.0	5 12,0	5 16		,ບ: 2) ດ່ ວ	3,2	2 2	1,0 5	8.0 0	0.0	4,0 <b>5</b>
Clayton, MO	MO Bill No. 6294	City legislation	2012 15.939			16,0	5 12,0	5: 16,		,0; 2	8,0	5 6 h	0,0: 5	8,0: 0	0,0 4	16,0 7
Columbia, MO	;MO ;Ordinance 018097	City legislation	2004 108.500	3		0,0	5 12,0	3, 9,		,0; 3	4,8		1,0	8,0 0	0,0	0,0 4
Crystal City, MO	:MO :Ordinance	City legislation	2010 4.855	3 3	3,6 5 2	20,0	5 12,0	5 16	0: 5 2	,0 5	8,0	) 2 1	1,6; 5	8,0 0	0,0 3	12,0 8
	Bill No. 45-08 (Amending Municipal Code Section	1								_[				!		
DeSoto, MO	MO 410.020)	City legislation	2008 6.400			16,0	5 12,0	2 6,		,0; 3	4,8			8,0 0	0,0 1	4,0 5
Elsberry, MO	;MO :Resolution 2010-002	City resolution	2010 1.934	1;	1,2 5 2	20,0	3 7,2	0; 0,	0 5 2	,0; 0	0,0	) 5 4	1,0; 5	8,0 0	0,0; 0	0,0 4
Ferguson, MO	Bill Amending Article 1 of Chapter 40 of the Municipa MO Code	City logislation	2008 1.677			16.0	5 12,0	1 2	2 5	.0 2	3.2	2 0 0		8.0 0	0.0 1	4,0 5
Festus, MO	MO Resolution No. 3924 1/2	City legislation City policy	2010 11.602			20,0	5 12,0	1 3, 2 6.	4 5 2	0 5	8,0		J,0; 5	8.0	0.0 4	4,0 5 16,0 7
Florrisant, MO	:MO :Bill No. 9162	City legislation	2016 52.158	5 6		20,0	5 12,0	5 16		,0: 5	8.0	3 2	2.4: 0	0.0 0	0.0 4	16,0
Grandview, MO	MO Resolution 2011-24	City resolution	2011 24.475	1) 1	1,2 4	16,0	5 12,0	5 16	0 0 0	,0 2	3,2	2 5 4	1,0; 5	8,0 0	0,0 1	4,0 €
Herculaneum, MO	MO Ordinance No. 33-2010	City legislation	2010; 3.468	3; 3	3,6 5 2	20,0	5; 12,0	1] 3,		,0 5	8,0		1,6 5	8,0; 0	0,0 4	16,0; 7
Independence, MO	MO Resolution 5672	City resolution	2011 116.830			16,0	3 7,2	0; 0,		,0 2	3,2		1,6 5	8,0; 0	0,0 1	4,0 4
Kansas City, MO	MO Resolution No. 110069  MO Committee Substitute for Ordinance No. 170949	City resolution	2011 459.787	1	1,2 2 3.0 5 2	8,0	0,0	0; 0,		,0: 0	0,0		0,0: 0	0,0	0,0	0,0
Kansas City, MO Lee's Summit, MO	MO Committee Substitute for Ordinance No. 170949 MO Resolution No. 10-17	City legislation	2017 459.787 2010 91.364	5: 6		20,0	5 12,0 5 12,0	4 12, 5 16.		,0; 5	8,0 8.0		2,4; 5	8,0, 5	4,0 4	16,0 9 4,0 7
Pagedale, MO	MO Bill No. 2015-13	City policy City legislation	2015 3.304			16.0	2 4,8	0 10	0, 5, 2	n: 3	3,	2 0	1,0; 5	0,0, 0	0,0	8,0; 7
Pevely, MO	MO Ordinance No. 1238	City legislation	2010 5.484		<del>UT</del> daaraanidaaraana	8.0	5 12,0	5 16	0 5 2	0 2	3.2	2 2 1	1.6: 5	8.0	0.0	12,0
Pineville, MO	MO Ordinance 16-11, Livable Streets	City legislation	2016 791	3 3	1,2 2 3,6 5 2	20,0	5 12,0	0, 0,	0 5 2	,0 5	8,0	0 0	0,0; 5	8,0 0	0,0 4	16,0 €
Rolla, MO	MO Complete Streets Policy	City resolution	2017 19.559	5: €		20,0	5 12,0	1 3,	2: 5 2	,0 5	8,0		1,0 5	8,0: 5	4,0 4	16,0 8
Southwest City, MO	MO Livable Streets Policy	City policy	2017 970	3; 3		20,0	5 12,0	0 0,	0; 5 2	,0 5	8,0		0,0	0,0; 0	0,0 4	16,0 €
Springfield, MO St. Louis, MO	MO Complete Streets Policy MO Board Bill No. 7	City policy City legislation	2014 159.498 2010 319.294	3		16,0	5 12,0 5 12.0	3 9,	6 5 2	,0; 0	0,0	2 1	1,6	8,0 0	0,0 4	16,0 6 4,0 4
St. Louis, MO	MO Board Bill No. 198 CSAA	City legislation	2010 319.294			16,0 20.0	5 12,0		2 2	.0 2	3,2	2	),U; 5	8.0: 0	0.0 5	20.0
University City, MO	MO Resolution 2014-42	City legislation City resolution	2014 35.371			20,0	5, 12,0	0: 0:	0 0	0: 2	8.0		),0; 5 ) (); 5	8.0 0	0.0	12,0;
Warsaw, MO	MO Bill No. 2016-22, Ordinance No. 240	City legislation				20,0	5 12,0	4 12	8 5 2	,0 5	8,0		0.0; 5	8.0 0	0.0 4	16,0
Columbus, MS	MS Resolution	City resolution	2016 2.127 2010 23.640	5 6		16,0	5 12,0	1 3,	2 0 0	,0; 0	0,0	2 1	1,6; 5	8,0 0	0,0	0,0 4
Greenwood, MS	MS Resolution	City resolution	2012 16.087	5 €	3,0 2	8,0	5 12,0	1 3,	2 5 2	,0 0	0,0	0 0	0,0; 5	8,0 0	0,0	0,0 3
Hattiesburg, MS	MS Ordinance 3068	City legislation	2011 16.087 2010 14.090	1; 1	1,2 4	16,0	5 12,0	1 3,	2 5 2	,0 0	0,0	0 0	0,0	0,0: 0	0,0	0,0; 3
Hernando, MS	MS Resolution	City resolution			3,0 4	16,0	5 12,0			,0 0	0,0		1,6; 5	8,0 0	0,0	0,0 4
Oxford, MS Oxford, MS	MS Resolution MS Resolution	City resolution	2011 18.916 2015 18.916		3,0; 1; 3,0; 4;	4,0	0 0,0 5 12,0	1; 3, 5 16.		,0; 0 0 2	0,0		0,0; 0	0,0; 0 8.0; 0	0,0; 0; 0,0; 4;	0,0 1 16,0 8
Pascagoula, MS	MS Resolution MS Resolution	City resolution City resolution	2015 18.916			16.0	5 12,0	1 3,		:-!	0.0		1,0 5	8,0; 0	0,0; 4	0,0
Senatobia, MS	MS Resolution	City resolution	2010 22.392		5,0 2	8,0	5 12,0	1 3	2 0 0	, <u>o</u>	0,0		0,0	0,0: 0	0,0	0,0 2
Tupelo, MS	:MS :Resolution	City resolution	2010 34.546	5 6		16,0	5 12,0	1; 3,	2 0 0	,0: 0	0,0	2 1	1,6; 5	8,0 0	0,0; 0	0,0 4
Belgrade, MT	;MT ;Resolution No. 2014-17	City resolution	2014 7.389	5 6	3,0 4	16,0	5 12,0	5 16	0 0 0	,0 0	0,0	) 2 1	1,6 5	8,0 0	0,0 4	16,0 7
Billings, MT	MT Resolution No. 16-10550	City resolution	2016 104.170	3; 3	3,6 5 2	20,0	3 7,2	0 0,	0; 5 2	,0 2	3,2 3.2	2; 0∫ 0	0,0	0,0 0	0,0 4	16,0 5
Billings, MT	MT Resolution	City policy	2011 104.170	1; 1	1,2 4 1	16,0	5 12,0	0, 0,	U; U 0	,U 2			J,U 5	8,0; 0	U,0; 3;	12,0
Bozeman, MT Glendinve, MT	MT Resolution No. 4244 MT Safe and Accessible Streets Policy	City resolution City policy	2010 37.280 2015 4.935			16,0 20,0	5 12,0 5 12,0	4 12 4 12		,0; 5 .0: 3	8,0		1,0, U	0,0 0	0.0: 3	12,0 7 0,0 6
Hamilton, MT	MT Resolution No. 1256	City policy	2015 4.935			12.0	3: 7,2	4 12		.0: 3	0.0		0.0	0.0: 0	0.0 2	8,0;
Helena, MT	MT Resolution No. 19799	City resolution	2010 28.190	·····i		16,0	5, 12,0	0 0		,0 2	3,2		0,0	0,0 5	4,0 4	16,0
<u> </u>	Resolution No. 7473, Providing for a Complete Stree	ets			·							7	·			
Missoula, MT	MT Policy	City resolution	2009 66.788			16,0	5 12,0	5 16		,0 0	0,0		1,6	8,0 0	0,0 4	16,0 7
Missoula, MT	MT Resolution	City resolution	2016 66.788			20,0	5: 12,0	5 16,	0: 5 2	,0 5	8,0		1,0 5	8,0: 5	4,0 5	20,0 10
Polson, MT	MT Safe and Accessible Streets Policy	City policy	2015 4.488			12,0	3; 7,2	4 12		,0 3	4,8		0 0	0,0; 0	0,0	0,0; 4
Shelby, MT Sidney, MT	MT Resolution 1877	City resolution City resolution	2014 3.376 2014 5.191	5; 6	3,0 5 2	20,0	5 12,0	3,	∠; U) 0 2: 0 ^	,0 2	3,2	2) 1 2) 1	0 0	0,0 0	0,0	0,0 4 0.0 4
Asheville, NC	MT Resolution No. 3650 NC Complete Streets Policy	City resolution	2012 83.393	5	5,0 5 3,0 3	12,0	5 12,0	1, 3, 4, 12,	5: U	,0 2	3,4	<u> </u>	00	0,0; 0	0,0	4,0 5
Black Mountain, NC	NC Resolution R-14-02	City resolution	2012 83.393 2014 7.848		1,2 4	16,0	5 12,0	4 12	8 5 2	,0 2	4,8 3,2	2; 0 0	0,0 5	8,0; 0	0.0 3	12,0
Chapel Hill, NC	NC Resolution	City resolution	2011 57.233			4.0	0,0	0 0.	0: 0: 0	,0 0 .0: 5	0,0	0 0	0,0	0,0; 0	0,0 1	4,0 1
Concord, NC	;NC ;Ordinance No. 12-89	City resolution City legislation	2012 79.066		3,6 4	16,0	5 12,0	4; 12,			8,0	5 4	1,0; 5	8,0 0	0,0	0,0
Raleigh, NC	NC Complete Streets Policy	City policy	2015 403.892			20,0	5 12,0	0 0		,0 2	3,2		1,0 5	8,0 0	0,0 1	4,0 5
West Jefferson, NC	NC Resolution	City resolution	2011 1.293 2010 106.476 2011 50.137	1; 1		16,0	5 12,0	4 12		,0 2	3,2	2: 0 0	0,0	0,0; 0	0,0 3	12,0 5
Wilmington, NC	NC Resolution	City resolution	2010 106.476	1; 1	1,2 4	16,0	0, 0,0	0 0,		,0 0	0,0	2 1	1,6	0,0	0,0	0,0 2 16,0 7
Bellevue, NE Bellevue, NE	NE Resolution NE Ordinance	City resolution City legislation	2011 50.137 2011 50.137		6,0; 4; 6 6,0; 2;	16,0 8,0	5 12,0 3 7,2	5; 16,		,0; 0 ,0; 0	0,0		1,0; 5 0,0; 0		0,0; 4 4,0; 2	16,0 7 8,0 3
Bellevue, NE Lincoln, NE	NE Executive Order 086476	City legislation				8,0 16,0	5 12.0	1 3		,0 0	0,0 4,8			0,0; 5 0,0; 0	0.0 1	4,0 4
Omaha, NE	NE   Executive Order 086476	City policy	2015 408.958		3,0 4	12,0	5 12,0 5 12,0	1 3, 4 12,	8 5 2	.0 5	8.0	5 5	1.0: 5	8.0	4.0 5	4,0 4 20,0 8
Concord, NH	;NH ;Comprehensive Transportation Policy	City policy	2010 42.695			4,0	5 12,0	0: 0.		,0 2	3.2	2 0 0	0,0	0,0: 0	0,0 0	0,0
Dover, NH	NH Complete Streets and Traffic Calming Guidelines	City internal policy	2014 29.987	5 6		16,0	5 12,0	4 12		,0, 0	0,0	3 2	2,4; 5	8,0 5	4,0 4	16,0 7
Hinsdale, NH	NH Complete Streets Policy	City policy	2016 4.046			20,0	5 12,0	1 3,		,0 2	3,2	2 5 4	1,0 5	8,0: 0	0,0 5	20,0 7

					Intent :Weigh		weighted	Proje	cts E	xceptions Weighter		ectivity Weighted		diction Weighted	Flexibility Weigh		Context Weighted	Metrics  Weigh		mentation Weighted	
Agency	State Policy name	Туре	Year P	opulation F	oints points					ts points	Points		Points		Points points			Points points		points	Total
affrey, NH	NH Complete Streets Resolution	City resolution City resolution	2017	5.457	3	3,6	5 20,0	5	12,0	1 3	,2 5	2,		3,2	5	4,0	5 8,		4,0	4 16,	
ene, NH	;NH ;R-2011-28		2011	23.409	1	1,2	5 20,0	0	0,0	0; 0	,0; 0	0,		3,2	0	0,0;	0 0,		0,0;	1 4,	0
ene, NH	NH Resolution 2015-40	City resolution	2015	23.409	1;	1,2 6,0	5 20,0	5	12,0		,4: 0		0 2	3,2		4,0	5 8,		0,0	4 16,	0
banon, NH	NH Complete Streets Policy NH Complete Streets Policy	City policy	2017	13.151 6.284	5;	6,0	4 16,0	5:	12,0 12,0	4 12 5 16		2,		8,0	3)	2,4	5 8,	0; 5	4,0	4 16, 5 20,	
etersborough, NH ortsmouth, NH	;NH ;Policy 2013-01	City policy City policy	2017	21.233	5	6,0	5 20,0 4 16,0	5	12,0	4 12			0; 3	8,0 4.8	3}	2.4	5 8	0 0	0,0 4,0	5 20, 4 16,	
vanzey, NH	NH Complete Streets Policy	City policy	2015	7.230	3:	3,6	5 20,0	5.	12,0		,2 5		0 2	3,2	5	4.0	5 8.	0: 0	0.0	3 12,	
y, NH	NH Complete Streets Policy	City policy	2016	2.145	5	6,0	4 16.0	2	4.8	0 0		0.		3,2	3	2.4	0.		0.0	2 8.	
alpole, NH	:NH :Complete Streets Policy	City resolution	2017	3.734	3	3,6	5 20,0	5	12,0	1: 3	,2 5	2,	0 2	3,2	5	4,0	5 8,	0 5	4,0	5 20,	0
nchester, NH	:NH :Complete Streets Policy	City resolution	2017	4.341	3	3,6	2 8,0	5	12,0	1: 3		2,		3,2	3	2,4;	5 8,	0 5	4,0;	5 20,	
bury Park, NJ	NJ Resolution 2015-358	City resolution City resolution	2015	16.116	3	3,6	0,0	0	0,0	4 12		2,	0 0	0,0	3	2,4	5 8,	0 0	0,0	1 4,	0
antic City, NJ	NJ Resolution No. 917 NJ Resolution No. 2016-27	City resolution	2012	39.558 968	3;	3,6	3 12,0	3;	7,2		,8; 0	0,	0 0	0,0	5}	4,0	5 8,	0; 0	0,0	1 4,	
y Head, NJ dminster Township, NJ	NJ Resolution No. 2016-27	City resolution City resolution	2016	8.165	3		4 16,0 3 12,0	3	7,2		,2 0 ,2 0		0 2 0 0	3,2 0,0	0}	0.0:	0 0, 0 0.		0,0	0 0, 0 0,	
rgenfield, Borough of, NJ	NJ Resolution 13-278	City resolution	2013	26.764		1,2 1,2	2 8,0	3	7,2 7,2		,2 0 ,2 0		0 0	0,0		0,0;	0 0,		0.0	0, 0,	
igenicia, Boroagii oi, 140	2011 Resolution - Establishing a Complete Streets	Oity resolution	2010	20.704							,		· · · · · · · ·	0,0					0,0,	,	
oomfield, NJ	NJ Policy	City resolution	2011	47.315	1	1,2	3 12,0	3	7,2	4 12	,8, 5	2,	0 0	0,0	0	0,0	0 0,	0 0	0,0	0,	0
rdentown Township, NJ	:NJ :Resolution #2014-174-24	City resolution	2014	11.367	3	3,6	3 12,0	3	7,2	1: 3	,2		0 0	0,0	0)	0,0	0,		0,0	0 0,	
und Brook, NJ	NJ :Resolution 15-102	City resolution	2015	10.402	3	3,6	3 12,0	3	7,2	0: 0	,0; 0		0; 0	0,0	0	0,0;	0 0,	0 0	0,0;	0,	0
dgewater, NJ	NJ Resolution 17-10-02-286	City resolution	2017	44.464	3;	3,6	5 20,0	3	7,2	1 3	,2: 0		0 0	0,0	0}	0,0	0 0,	0: 0	0,0	0, 0,	
gantine, NJ	NJ Resolution 2013-120	City resolution	2013	9.450	5;	6,0	4 16,0	3;	7,2	4 12	,8;		0 0	0,0	5)	4,0	5 8,	0:	0,0	1 4,	
ena Borough, NJ lington, NJ	NJ Resolution No. 148-14 NJ Resolution No. 248-2016	City resolution City resolution	2014	4.603 9.920	1;	1,2 6,0	2 8,0 4 16.0	U;	0,0 7,2	4 12	,2; 5	2,	0: 0	0,0	3}	2,4;	0,	0, 0	0,0	1 4, 1 4	J)
dwell, NJ	NJ Resolution 4-100	City resolution	2014	7.822	5	6,0	4 16,0		12,0		,o; 0 ,0; 5	J.	0 2	3,2	<del>3</del> }	2,4	5 8.	0, 0	0.0	2 8,	
ifon, NJ	NJ Resolution	City resolution	2012	1.076	1:	1,2	4 16,0	3	7,2	4 12		0.		0,0		2.4	0 0,		0,0	3 12,	ő
nden, NJ		City resolution	2013	77.344	1		4 16,0	5	12,0	5 16	,0; 5	2,	0 2	3,2		4,0	5 8,		0,0	3 12,	0
pe May, NJ	;NJ ;Resolution No. 189-08-2012	City resolution City resolution	2012	3.607	3	1,2 3,6	4 16,0	5	12,0	4 12	,8 0	0,	0; 0	0,0	3	2,4;	5 8,	0 0	0,0	1 4,	0
atham Borough, NJ	NJ Resolution No. 12-195	City resolution	2012	8.962	1;	1,2	4 16,0	5	12,0	4 12		2,		0,0	3	2,4	5 8,	0; 5	4,0	3 12,	0
erry Hill Township, NJ	NJ Resolution 2013-03-09	City policy	2014	71.045	3;	3,6	5 20,0	5	12,0	4 12	,8; 5	2,		4,8	3	2,4	0 0,	0; 0	0,0	2 8,	0)
ester Township, NJ anford Township, NJ	NJ Resolution 2013-58 NJ Resolution 2013-293	City resolution City resolution	2013	7.838 22.625		1,2	3 12,0 4 16,0	3	7,2 7,2	1 3	, <u>z</u> ; 0	0,	.0: 0 .0: 2	0,0 3.2	U)	0,0:	0 0,		0,0	0 0, 3 12,	ď
ntora Iownsnip, NJ nville, NJ	NJ Resolution 2013-293 NJ Resolution 10-239	City resolution	2010	16.635		1,2	3 12,0	5	12,0	2; b	,4; 5 ,0:		0 0	0,0	) O	0.0	5 8,		0.0	3 12, 0 0,	
er, NJ	NJ Resolution 092-2012	City resolution	2012	18.157		1,2	4 16.0	3	7,2		.4: 5		0 2	3,2	5	4.0	5 8	ŏ. n	0.0	1 4.	
wne Township, NJ	NJ Resolution R-97-2013	City resolution	2013	1.585	5.	6,0	4 16,0	3	7,2	4 12		0.	0 0	0,0	5	4,0	5 8.	ō; ŏ	0,0	1 4,	
st Amwell, NJ	;NJ ;Resolution 52-15	City resolution	2015	4.013	5	6,0	2; 8,0	3	7,2	1; 3	,2 5	2,	0; 2	3,2	0	0,0;	0 0,	0 0	0,0;	1 4,	0
st Orange, NJ	;NJ ;Resolution 1199	City resolution	2013	64.270	3	3,6	4; 16,0	5	12,0	1; 3	,2 5	2,	0 0	0,0	3	2,4	0 0,	0 0	0,0;	4 16,	
t Windsor, NJ	NJ Resolution R2014-086	City resolution	2014	27.190	1;	1,2 3,6	5 20,0	3	7,2 7,2	2 6	,4: 0	0,		0,0	0	0,0	0 0,	0; 0	0,0	0 0,	0
Harbor City, NJ	NJ Resolution No. 177-2012	City resolution	2012	4.243	3;	3,6	4 16,0	3	7,2	1 3	,2	0,	0 0	0,0	0}	0,0	0,	0	0,0	0 0,	0
zabeth, NJ	Resolution of the Municipal Council of the City of NJ Elizabeth to Establish a Complete Streets Policy	014	2014	124.969	4	4.0	4 40.0		12,0	4		2		0,0		0.4	0 0			3 12,	
erson, NJ	NJ Resolution	City policy City resolution	2010	7.401		1,2 1,2	4 16,0	5	12,0		,2 5	0.		0.0	3	2,4;	-0,	0	0,0	0, 12,	
ring Township, NJ	NJ Resolution 14R-170	City resolution	2014	35.790		1,2	5 20.0	3	7,2	1 3	2 0		0 0	0.0		0.0	5 8	0	0.0	0, 0,	
r Haven, NJ	:NJ :Resolution No. 2012-140	City resolution	2012	6.121	3	3.6	3: 12,0	5	12,0	4: 12			0: 0	0,0		2.4;	0 0.	0 0	0.0	1 4,	
wood, Borough of, NJ	NJ Resolution 14-03-63	City resolution	2014	7.318	5	6,0	4 16,0	5	12,0	4 12			0 2	3,2	3	2,4	5 8,	0 0	0,0	3 12,	
Hills, NJ	NJ Resolution No. 14-139	City resolution	2014	919	1:	1,2 1,2	3 12,0	5:	12,0	0 0	,0: 5		0 2	3,2	0	0,0	0 0,	0: 0	0,0	0 0,	
mington, NJ	NJ Resolution 2013-181	City resolution	2013	4.581	1;	1,2	4 16,0	3	7,2		,2; 0	0,		3,2	0)	0,0	5 8,		0,0	3 12,	
rt Lee, Borough of, NJ Inklin, NJ	NJ Resolution CN-6 NJ Resolution 2014-61	City resolution City resolution	2012	35.345 16.820	1;	1,2	2 8,0 5 20.0	5	12,0	. 1: 3	,2 0	0,	0 0	0,0	0}	0,0;	0 0,	0 0	0,0	0 0,	0
ehold Burough, NJ	NJ Resolution	City resolution	2012	12.052		1.2	5 20,0		12,0	4: 12	,0; 5 ,8; 0	Z,	0 0	0.0	<del>-</del>	0.0	0 0,	0	0.0	2; 8, 0; 0,	J
enchtown, NJ	NJ Resolution 2011-36	City resolution	2011	1.373		1,2 1.2	2 8,0	3;	7,2		.2; 0	0.		0.0	o	0,0;	-0	0	0,0	0, 0,	0
field, NJ	NJ Resolution 14-330	City resolution	2014	30.487	5		3 12,0	3		4 12			0 0	0.0	3	2.4:	0 0.	0, 0	0.0	1 4,	
bsboro, NJ	NJ Resolution 2016-5-81	City resolution City resolution	2014	2.274	3	6,0 3,6	5 20,0	5	7,2 12,0	4, 12	,8 5	2,	0 2	3,2	3	2,4	0 0,	0 0	0,0	2 8,	0
issboro Borough, NJ	NJ Resolution 146-12	City resolution	2012	18.579	3;	3,6	3 12,0	5	12,0	4 12			0 0	0,0	3	2,4	0,	0:	0,0	1 4,	0
n Ridge, NJ	NJ Resolution No. 132-12	City resolution	2012	7.527	1;	1,2	2 8,0	3:	7,2		,2; 0	0,		0,0	0	0,0	0 0,	0; 0	0,0	0, 0,	
ucester Township, NJ	NJ Resolution R-12:07-155	City resolution City resolution	2012	64.634	1;	1,2	4 16,0	3	7,2 7,2	. 0: 0	,0; 0	0,	.0) 0	0,0	0}	0,0;	0,	0; 0	0,0	0 0,	0)
kensack, NJ kettstown, NJ	NJ Resolution No. 226-12	City resolution	2012	43.010 9.724		6,0	2 8,0	3	0,0	1; 3	,2; 0	0,	0 0	0,0	U)	0,0;	0 0,	0, 0	0.0	0, 0,	0
Idon Heights, NJ	NJ Resolution 2014:193	City resolution	2012	7.473	3,	3.6	4 16.0	5	12,0	1 3	,0; 0		0 2	0,0		1.6	5 8	0. 0	0,0;	1 4.	
niliton, NJ	NJ Resolution 15-024	City resolution	2015	26.503	3	3.6	4 16.0	3	7.2		.0 0	Ö.	0 0	0.0	ō	0.0	0.	0	0.0	0. 0.	
nmonton, NJ	;NJ ;Resolution 138-2013	City resolution	2013	14.791	1	1,2	5 20,0	5	12,0	0; 0	,0 0	0.	0; 2	3,2	0	0,0;	0 0,	0 0	0,0;	2 8,	0
vey Cedars, NJ	;NJ ;Resolution	City resolution	2011	337	1	1,2	2; 8,0	3	7,2		,4 0	0,		0,0	0	0,0	0 0,	0: 0	0,0	0, 0,	
hland Park, NJ	NJ Resolution 8-13-248	City resolution	2013	13.982	1	1,2 1,2 1,2	5 20,0	5	12,0	1 3	,2; 0	0,		0,0	0)	0,0	0 0,		0,0	4 16,	0)
ntstown, NJ	NJ Resolution 2014-129 Resolution to Adopt and Establish a "Complete Street"	City resolution	2014	5.494	1;	1,2	4 16,0	0;	0,0	υ 0	,0 5	2,	0 0	0,0	U)	U,U	0 0,	υ 0	0,0	0 0,	4
sborough, NJ	NJ Policy" for the Township of Hillsborough		2014	38.303	1	1,2	4 16,0	2	7,2	4 12	8 0	_	о о	0,0	2	2.4	0 0,	0 0	0.0	1 4,	0
oken, NJ	NJ Resolution	City policy City resolution	2010	50.005	3		5 20,0	3				0,		0.0	0	0.0	0 0,		0.0	0, 4,	
atcong, NJ	NJ Resolution 2012-151	City resolution	2012	15.147	3	3,6 3,6	4 16,0	ő	7,2 0,0	0 0	,2; 0 ,0; 0	0,	0 0	0,0	ŏ	0,0	ō 0.	ō: ŏ	0,0	0, 0,	Ō
newell Borough, NJ	:NJ :Resolution No. 2012-38	City resolution City legislation	2012	1.922	1	1.2	4 16,0	0	0,0		,0 5	2,	0 0	0,0	0	0,0	0 0,	0; 0	0,0	0,	
newell Township (Mercer), NJ	NJ Revised General Ordinances Ch. XV Sec. 6	City legislation	2014	17.304	1	1,2	4 16,0	3	7,2	1 3	,2 0	0,	0 0	0,0	3	2,4	0 0,	0 0	0,0	0,	
gton, NJ	NJ Resolution No. DPW 12-0911-10	City resolution	2012	53.926	1;	1,2 1,2	3 12,0	0;	0,0	0 0	,0;		0 3	4,8	0)	0,0	0,	0:	0,0	2; 8,	0
sey City, NJ	NJ Resolution No. 11-317 NJ Resolution No. 2012-223	City resolution	2011	247.597	1;		4 16,0	3;	7,2	0 0	,u; 0	0,		0,0	0)	U,U;	U 0,	υ; <u>0</u>	0,0	0, 0,	
ey, NJ	NJ Resolution No. 2012-223 NJ Resolution 2013-0360	City resolution City resolution	2012	27.644 92.843	D;	6,0 1.2	3 12,0 4 16.0	3	7,2 12,0	4 12	,o; 0	0,	0 0	0,0	) 5	4,0	υ 8,	υ; <u>υ</u>	0,0	1 4, 1 4	
ewood, Township of, NJ bertville, NJ	NJ Resolution 91-2012	City resolution	2013	3.906	3'	3.6	3 12,0	3		4 12	,u; 5 8: 5	<del></del>	0 0	0.0	3	2.4	0 0.	0: 0	0.0	1 4,	
ence Township, NJ	NJ Resolution No. 336-10	City resolution	2010	33.472	3:	3,6	4 16,0	3	7,2 7,2		.4: 5	2.		0,0	ō	0,0	0 0	ō:ŏ	0,0	0. 0.	0
en, NJ	NJ Resolution 2013-375	City resolution City policy	2013	40.499	1	1,2	4 16,0	5	12,0	5 16	,0; 5	2,		3,2	5	4,0	5 8,	0: 0	0,0	3 12,	0
ood, NJ	NJ Resolution No. 42		2011	7.092	5	6,0	2 8,0	3	7,2	4 12		0,	0 0	0,0	3	2,4	0 0,	0 0	0,0;	0,	0
gston, Township of, NJ	NJ R-14-190	City resolution	2014	29.366	1:	1,2	4 16,0	0	0,0	1 3	,2;	0,	0 2	3,2	0)	0,0	0,	0:	0,0	0,	0)
Hill Township, NJ	NJ Resolution 12-205	City resolution	2012	8.702	1;	1,2	4 16,0	3;	7,2		,2; 0	0,	0 0	0,0	0)	0,0	0 0,	0; 0	0,0	0,	
ison, Borough of, NJ	NJ Resolution 161-2012 NJ Resolution R-167-2012	City resolution City resolution	2012 2012	15.845 15.217	5;	6,0	2 8,0	3	7,2 7,2	0 0		0,	Ü 0	0,0	<u>0</u> }	0,0	U 0,	u; 0	0,0	0,	J)
ntua Township, NJ nville, NJ	NJ Resolution R-167-2012 NJ Resolution #2014-153	City resolution	2012	15.217	2	3,6	3 12,0	3	7.2	4 12 4 12		, 0,	,0; 0 ,0; 0	0,0	3)	0.0	0,	O' U	0,0;	0,	<del> </del>
olewood, NJ	NJ Resolution #2014-153 NJ Resolution 51-12	City resolution City resolution	2014	23.867		1,2	4 16,0 3 12,0	3	7,2 7,2	4 12 4 12	g: ^		0 0	0,0 0,0	ک	0,0;	0, 0 0.		0,0	0; 0, 0; 0,	ď
gate City, NJ	NJ Resolution 184-2013	City resolution	2012	6 35/	3	3,6	3 12,0	3	7 2	4 12	8	ļ <del>,</del>	0 0	0,0	<del>'</del> }	4.0	5 8		0,0	0, 1 4,	
wood, NJ	;NJ ;Resolution	City resolution	2013	6.354 9.555	·····	1,2	2 8,0	3	7,2 7,2	1: 3	2 0	n	ŏ:	0,0		0.0:	0 0.		0,0;	0. 0,	
dford, NJ	NJ Resolution 132-2012	City resolution	2012	23.033	3	3,6	2 8,0	3	7,2	1 3	,2: 0	0.	0, 0	0,0	0	0,0;	0 0,		0,0	0, 0,	
tuchen, Borough of, NJ	NJ Resolution 2013-210	City policy	2013	13.574	5:	6.0	5 20,0	5	12,0 12,0	4 12	.8: 5	2.	0 5	8,0	5	4,0	0 0,		0,0	2 8,	0
ldle Township, NJ	NJ Resolution 509-12	City resolution	2012	18.911	5	6,0	5 20,0	5	12,0	1 3	,2 0	0,	0 0	0,0	3	2,4	0 0,	0; 0	0,0	1 4,	0
burn, NJ	:NJ :Resolution 12-166	City resolution	2014	20.149	3	3,6	2 8,0	0	0,0		,2 5	2,	0 0	0,0	3}	2,4;	0 0,		0,0	1 4,	
rroe, NJ	NJ Resolution 167-2015	City resolution	2015	36.129	3	3,6	4 16,0	5	12,0	4 12		2,	0 2	3,2	3	2,4	5 8,		0,0	4 16,	
ntclair, NJ	NJ Resolution No. 233-09	City resolution	2009	37.669	31	3,6	3 12,0	21	7,2	1: 2	,2: 5	2.	n. n	0,0	02	0.0	0 0,		0,0	0; 0,	

			4	Intent	Users and mode		rojects	Exceptions		nectivity	Jurisdiction		exibility		ntext	Metrics	Implementa	
Agency	State Policy name	Туре	Year Population Poi	Weightents points	Weighted Points points	Points	Weighte	Weighted Points	Points	Weighted	Weighte Points points	d Points	Weighted	Points	Weighted :	Weight Points points	ed Weig Points poin	ghted ts Total so
ontgomery Township, NJ	N.I. Resolution	City resolution	2012 22.258	5 6	0 1 4,		3 7	2 1 3,2	2 0	0,	0: 0 0		2 1,	6 5	8,0	0	0,0 0	0,0
ontvale, NJ porestown, NJ	NJ Resolution No. 44-2013 NJ Resolution 99-2015	City resolution	2013 7.844 2015 20.726	5 6	0 4 16, 2 5 20,	,0	3 7 5 12	2 0 0,0	0 0	0,	0; 3 4	,8	0,	0; 0	0,0	0	0,0	0,0 8.0
pristown, NJ	NJ Complete Streets Policy	City resolution	2012 18.411	3: 3	6 3 12,		5 12		2:	2,	0 3 4	.8.	3 2.	4 0	0.0		0.0 1	4,0
tcong, NJ	NJ Resolution 2010-96	City resolution	2010 3.232	1 1	2 5 20,	0	5 12	0 4 12,8		2,		,0 (	0,	0 0	0,0		0,0 3	12,0
w Brunswick, NJ w Milford, NJ	NJ Complete Streets Policy NJ Resolution 2014:152	City internal policy	2012 55.181 2014 16.341	1 1	2 3 12,		5 12			2,	0; 2 3		3 2,	4: 0	0,0		0,0	12,0
w Providence, NJ	NJ Resolution 2014:152	City resolution City resolution	2013 12.171		2 0 0, 2 4 16.		5 12 5 12			0,		,0:	0,		0,0		0,0 0.0 0	0,0
wark. NJ	NJ Resolution	City resolution	2012 277.140	1 1		0	3 7	2 4 12,8		2,	0 0 0	,0	3 2,	4 0	0,0	0	0,0 1	4,0
th Wildwood, NJ	NJ Resolution NJ Resolution 182-2015	City resolution	2012 4.041 2015 8.624	1 1	2 2 8,			2 1 3,2	2 0	0,		,0	0 0,	0; 0	0,0		0,0; 0	0,0
rthfield, NJ rthvale, NJ	NJ Resolution 182-2015 NJ Resolution 2013-17	City resolution City resolution	2015 8.624 2013 4.640		2 2 8, 0 4 16	0	5 12 0 0		2:U	0,		,0 .0	0 0	6; 5 0: 0	8,0	0	0,0; 1; 0.0; 0;	4,0 0.0
ean City, NJ	NJ Resolution	City resolution	2011 11.701	3 3	6 3 12,		0 0	0 4 12,8	B; 5	2,		,0	3 2,	4 0	0,0	0	0,0 3	12,0
ange Township, NJ	:NJ :Resolution 204-2011	City resolution	2011 30.134	1 1			3 7	2 0 0,0	0 0	0,		,0	0) 0,		0,0		0,0	0,0
mberton Township, NJ nnington, Borough of, NJ	NJ Complete Streets Resolution No.##-2016 NJ Resolution 2014 - 6.10	City resolution City resolution	2016 27.912 2014 2.585	5; 6 1; 1	0 5 20, 2 4 16.		5 12 0 0	0 1 3,2 0 0 0,0	2; 5 n: 5	2,		,0	0 0,	0; 0 n; 0	0,0		0,0 3 0.0 0	12,0 0,0
rth Amboy, NJ	NJ R-575-12/13	City resolution	2013 50.814	i i	2 3 12,		0 0		0; 0	0,		,0,	0, 0,	0 0	0,0		0,0 1	4,0
insboro Township, NJ	NJ Resolution 13-223	City resolution	2013 22.999	1) 1	2 2 8,		3 7	2 2 6,4 2 4 12,8		0,		,0 (	0,	0 0	0,0		0,0 0	0,0
asantville, NJ int Pleasant Beach, NJ	NJ Resolution NJ Resolution 2013-0730/1A	City resolution City resolution	2011 20.249 2013 4.665	1 1	2 2 8, 2 2 8,		3 7	2 4 12,8		0,	0: 0 0	,0 :	3 2, 0 0	4; 0 n: n	0,0		0,0 1 0.0 0	4,0 0,0
int Pleasant, NJ	NJ Ordinance	City legislation	2013 4.003	1; 1 3; 3	6 3 12,		3 7	2 2 6,4 2 4 12,8		2,		,0	3 2,	4 0	0,0		0,0 3	12,0
nceton, NJ	NJ Resolution NJ Resolution No. 159-2017	City resolution	2012 28.572 2017 14.473	1) 1	2 4 16,			2 4 12,8 0 0 0,0	8 0	0,	0 0 0	,0	0,	0 0	0,0		0,0	0,0
msey, NJ ndolph Township, NJ	NJ Resolution No. 159-2017 NJ Resolution No. 157-12	City resolution City resolution	2017 14.473 2012 25.734	0 0					0; 0	0,	0; 0 0	,0 ,0	3 2, 0 0	4; 0	0,0		0,0; 0; 0,0; 0;	0,0
ritan, Borough of, NJ	NJ Resolution No. 157-12	City resolution	2012 25.734		2 2 8,		3 7	2 1 3,2 2 4 12,8		0,		,0	0, 0,		0,0		0,0	0,0;
ritan, Township of, NJ	NJ Resolution 13-30	City resolution	2013 22.185	1 1	2 2 8,	,0	3 7 5 12	2 1 3,2	2; 5	2,	0 2 3	,2	0,		8,0	0	0,0 4	16,0
Bank, NJ	NJ Resolution No. 10-195	City resolution	2010 12.206							2,		,2	2,	4: 0	0,0		0,0 1	4,0
gewood, NJ er Edge, NJ	NJ Resolution NJ Resolution 12-241	City resolution City resolution	2011 24.958 2012 11.340		2 2 8, 2 2 8,		0 0 5 12	0 2 6,4 0 1 3,2		0,		.0:	0) 0, 0 0.	u; 0 0: n	0,0		0,0; 0; 0.0; 0;	0,0
bbinsville, NJ	NJ Resolution 2014-145	City resolution	2014 13.642	1 1	2 3 12,	0	5 12	0 0 0,0	0 5	2,	0 2 3	,2	0,	0 0	0,0	0	0,0	0,0
selle, NJ	;NJ ;Resolution 2013-232	City resolution	2013 21.085	5 6				2 0 0,0		0,		,8	0,		0,0		0,0	0,0
therford, Borough of, NJ a Bright, Borough of, NJ	NJ Resolution NJ Resolution 208-2013	City resolution City resolution	2011 18.061 2013 1.412	1;1 3;3	2 5 20, 6 3 12.		3 7 0 0	2 0 0,0 0 4 12,8		0,		.0: 0	0) 0, 3 2.		0,0		0,0; 0; 0.0; 1;	0,0 4.0
acaucus, NJ	NJ Complete Streets Policy	City resolution	2013 16.264	3 3	6 3 12,		0 U 5 12		2 5	2,	ö ö	,ŏ	3 2,	4 0	0.0	ŏ	0,0 3	12,0
mers Point, NJ	;NJ ;Resolution No. 171 of 2012	City resolution	2012 10.795		2 2 8,	0	5 12	0; 0; 0,0	0 0	0,		,0	2 1,	6 5	8,0		0,0	0,0
merville, NJ uth Brunswick. NJ	NJ Resolution 15-0908-316 NJ Resolution 2014-189	City resolution City resolution	2015 12.098 2014 43.417				0 0		0 0	0,		,0	0) 0,	0 0	0,0		0,0; 0; 0.0; 0;	0,0
uth Brunswick, NJ uth Orange, NJ	NJ Resolution 2012-189	City resolution	2014 43.417 2012 16.198		2 5 20, 2 3 12,		3 7	2 1 3,2 2 4 12.8	2; U B 5	0,		0 :	0, 0, 3 2.	0; 0 4; 0	0.0		0.0 3	12,0
nmit, NJ	:NJ :Complete Streets Policy	City policy	2014 21.457	5 6	0 4 16,		5 12			0,	0 2 3	,2	5 4,	0; 5	8,0		0,0 1	4,0
nafly, NJ	NJ Resolution R14-143	City resolution	2014 14.488	1 1	2 4 16, 2 4 16,		5 12			0,		,0 (	0) 0,	0; 0	0,0	0	0,0	0,0
n's River, NJ enton, NJ	NJ Resolution NJ Resolution No. 12-121	City resolution City resolution	2012 91.239 2012 84.913	1; 1 5: 6			3: 7	2 4 12,8 2 5 16,0		0,		,0 ,2	0; 0, 5 4	0 0	0,0; 8.0	0	0,0 0 0.0 4	0,0
nion City, NJ	:NJ :Resolution Establishing a Complete Streets Policy	City resolution	2012 66.455		2 4 16,		5 12			0,		,0	0 0.	i.	0,0		0,0 4	0,0
neland, NJ	NJ Resolution	City resolution	2011 60.724	1 1	2 2 8,	,0	0 0	0; 0; 0,0	5	2,	0: 0 0	,0	3 2,	4; 0	0,0		0,0 3	12,0
oorhees Township, NJ	NJ Resolution No. 90-16 NJ Resolution 13-02	City resolution	2016 29.131	3; 3	6 5 20,		5. 12			2,		,2	3 2,	4 0	0,0:		0,0 2	8,0
est Orange Township, NJ est Windsor, NJ	NJ Resolution 13-02 NJ Resolution 2010-R175	City resolution City resolution	2013 46.207 2010 27.165	1; 1	2 2 8, 6 4 16,			2 1 3,2 2 2 6,4		2,		,2 0	0 0	4: U	0,0		0,0 1	4,0 0,0
estfield, NJ	NJ Resolution 314 of 2013	City resolution	2013 30.316	1 1	2 4 16,	0		2 1 3,2	2 0	0,	0 0	,0	0,	Ŏ;Ŏ	0,0	ō	0,0	0,0
esthampton, NJ	NJ Resolution No. 101-12	City resolution	2012 8.813	3: 3			5 12			2,		,0:	3 2,	4	0,0		0,0 1	4,0
ildwood, NJ inslow, NJ	NJ Resolution NJ Resolution 2016-387	City resolution	2013 5.325 2016 39.499	5; 6			5 12			0,		,0	3) 2, 3 2.	4: 0	0,0;		0,0 1 0.0 2	4,0;
podbine, NJ	NJ ;Resolution 12-112-2012	City resolution City resolution	2016 39.499 2012 2.472	1 1	6 5 20, 2 2 8,		5 12 3 7	0 4 12,8 2 1 3,2	2 0	0,	0 0	,2 ,0	0, 2,	0	0,0		0.0	8,0 0,0
oodbridge, NJ	NJ Resolution	City policy	2011 99.585	5 6			5 12			2,	0 0	,0	3 2,	4 5	8,0	0	0,0 1	4,0
oodbury, NJ oodstown, NJ	NJ Resolution 12-200	City resolution	2012 10.174 2016 3.505	1; 1	2 1 4,		5 12			0,	0 0 0	,0;	3) 2, 0 0	4 0	0,0;	0	0,0 1: 0.0 2	4,0 8,0
polwich, NJ	;NJ ;Resolution R-2013-148	City resolution City resolution	2013 10.200	3 3 1 1	6 5 20, 2 1 4.	0	5 12 3 7	0 1 3,2 2 1 3.2	2 0	0.	0 0	,2 .0	0	0:	0.0		0.0	0.0
buquerque, NM	NM O-14-27	City legislation	2015 545.852	1 1			5 12		В 0	0,	0 0	,0	3 2,	4 0	0,0	0	0,0 2	8,0
s Cruces, NM	NM Resolution 09-301	City policy	2009 97.618	3 3	6 4 16,		5 12		4; 5	2,	0 0	,0	3 2,	4 5	8,0	0	0,0 3	12,0
silla, NM rth Las Vegas, NV	NM Resolution 2008-25 NV Complete Streets Policy	City resolution City policy	2008 2.196 2017 216.961	1; 1 5; 6	2 3 12, 0 5 20,		5 12 5 12		4; U	0,	0: 3 4	.8	2) 1,i	6; 5 0: 5	8,0;	5	0,0; 1; 4,0; 3	4,0 12,0
bany, NY	NY Ordinance	City legislation	2013 97.856	1 1			5 12		2 0	0,		,0	0, 0,	0; 0	0,0		0,0 2	8,0
ona, NY	NY Resolution #83	City resolution	2016 2.887	3 3			5 12		0; 5	2,		,2	0) 0,	0 0	0,0	0	0,0 0	0,0
gelica, NY burn, NY	NY Resolution	City resolution City resolution	2012 869 2015 27.687	5 6 1 1			5 12 5 12		∠; 0 R; ∩	0,		,0 0	3 2,	4 0 4 E	0,0	0	0,0 0 0.0 3	0,0 12,0
bylon, NY	;NY ;Complete Streets Policy	City policy	2010 12.166	5 6	0 5 20,		5 12		4 5	2,	0 2 3	,2	3 2,	4, 5	8,0		0,0 3	12,0
hlehem, NY	NY Resolution No. 30	City resolution City resolution	2009 33.656	3; 3	6 1 4,	.0	3 7	2 4 12,8	B: 0	0,	0 2 3	,2	3 2,	4 5	8,0	0	0,0	0,0
ghamton, NY onville, NY	NY Resolution NY Complete Streets Resolution	City resolution City resolution	2011 47.376 2017 4.555	3: 3	6 5 20, 6 4 16,	0	5 12 5 12		0	0,	0 0	,0	2 1, 0 0,	6 0	0,0	0	0,0; 0; 0,0; 0	0,0 0,0
ookhaven, NY	NY :Resolution 2010-993	City resolution City resolution	2010 3.451	3 3			5 12 5 12		0 0	0,	0 0		0,	0; U	8.0		0,0	0.0
ffalo, NY	NY Complete Streets Policy	City legislation	2008: 261.310	5: 6	0 3 12,	,0	5 12	0 4 12,8		0,	0 0 0	,0:	3 2,	4 0	0,0	0	0,0 1	4,0; 0,0;
rke, NY	NY Resolution #11-2017	City resolution	2017 1.465	1; 1	2 4 16,	,0	5 12	0 1 3,2	2; 5	2,	0 5 8	,0 (	0,	0 0	0,0	0	0,0 0	0,0
ateaugay, NY	Establishing and Adopting Sustainable Complete NY Streets	City resolution	2017 833	1 1	2 4 16	0	5 12	0 0 00	5	2	0 5 8	.0	0 0	0 0	0.0	0	0.0 1	4.0
arkstown, NY	NY Complete Streets Resolution No. 374-2017	:City resolution	2017: 84.187	3: 3	6 5 20,	0 0	0 0	0,0	0: 0	0,	0 0	,0:	3 2,		0,0	0	0,0 2	8,0
iton, NY	NY Resolution 53-2016	City resolution	2016 737	3 3			0; 0	0 0,0		0,		,0	0,	0 0	0,0		0,0	0,0
oa, NY	NY Complete Streets Policy NY Resolution 2016-157	City resolution	2010 1.575 2016 4.898	5: 6	0 4 16, 6 4 16	,U(	5 12 5 12	0 1 3,2	2; 0 n: E	0,	U; U 0	,0	3 2,	4: 0 0	0,0	0	0,0	0,0
bbs Ferry, NY	NY Resolution No. 14-2012	City resolution	2010 4.896	3 3	6 3 12,	Ö	5 12	0 4 12,8	5 8	2,	0 3 4	,2 ,8	5 4,	0 5	8,0	ö	0,0 0	12,0
geville, NY	NY Resolution #121-2014	City resolution	2014 2.206	1; 1	2 3 12,	.0	5 12	0 0,0	0; 5	2,	0 0 0	,0; (	0,	0 0	0,0;	0	0,0 1	4,0;
nkirk, NY st Hampton, NY	NY Local Law #2-2014	City legislation City resolution	2014 12.563 2011 1.083	1 1	2 2 8, 0 1 4,	0	3 7 5 12	2 4 12,8	B 0	0,	0 0	,0	3 2,	4 0	0,0		0,0 0	0,0 16,0
st Hampton, NY zabethtown, NY	NY Resolution NY Resolution	City resolution City resolution	2011 1.083 2010 754		0 1 4, 2 4 16,	0	5 12 5 12	0 0 0,0	υ: 0 n: 0	0,		,0 ,2	0; 0, 0; 0,	o; 0	0,0		0,0; 4 0,0; 1	16,0 4,0
enville, NY	NY Complete Streets Policy #112414-7	City resolution	2014 4.135	5; 6		0	3 7	2 4 12,8	о: В:	0,		,2	3 2,		8,0;		0,0 4	16,0
shkill, NY	NY Resolution No. 2013-196	City resolution	2013 2.171	5: 6	0 3 12.	.0	3 7 5 12	0 4 12,8	B; 5	2.	0 2 3	,2 ,0	0 0,	0 5	8,0	5	4,0 1	4.0
rt Edward, NY	NY Resolution No. 26 of 2012	City resolution	2012 6.371		2 4 16		5 12	0; 0; 0,0		0,			3 2,		8,0		0,0	0,0
wanda, NY eat Neck Plaza, NY	NY Complete Streets Policy NY Complete Streets Policy Guide	City resolution City policy	2010 2.709 2012 6.707	5 6 3 3	0 4 16, 6 5 20,		5 12 5 12	0 1 3,2 0 0 0,0		0,		,0 ,2	3 2, 5 4	4; 0 n =	0,0 8,0		0,0 0 0,0 3	0,0 12,0
mpstead, NY	NY Resolution		2012 53.891	3; 3	6 4 16,	0	5 12 3 7	2 0 0,0	0 0	0,	0 0 0	,0	ŏ,	0 0	0,0	0	0,0	0,0
erkimer Village, NY olland Patent, NY	:NY :Resolution #14-37 Complete Streets	City resolution City resolution City resolution	2014 7.743	1 1	2: 4: 16,	0	5 12	0; 0; 0,0	5	2,	0: 0 0	,0	0,		0,0	0	0,0 1	4,0
	NY Complete Streets Resolution		2016 458		2 4 16, 2 4 16,	01	5 12	0,0 0,0	O' E	2,	0 0	.0	0) 0,	0.	0,0	0	0.0	0,0

				<del>}</del>	Intent :Weighte		and modes Weighted	ļ <u></u> !	ojects Weighted	Exceptions Weight		onnectivity Weighted		diction Weighted	Flexibi	ighted	Weighte	W-1	ghted	mentation Weighted	·
Agency	State Policy name	Туре	Voor	Population Point				Points		weight oints points		weighted s points	Points		Points poi		ints points	Points poir			Total sc
elin NV	NY Resolution	City resolution	2010		5; points	n Cilita	5 20,0	FUIILS	12,0	Ollits pollits	0 0;	0 0.		0.0		16		0,0	0.0: 0	0.0	
slip, NY amestown, NY	NY Ordinance	City resolution City legislation	2012			2	1 4.0	}3	7,2	5	6.0	- 0	0 2	3 2		24		0.0:	0.0	4.0	j:
ohnsburg, NY	NY Resolution No. 124	City resolution	2012		5 6	,0	4 16,0	5	12,0		3,2	5 2	0 0	0,0	3	2.4	~~~~~	0,0: 0	0.0 0	0,0	
ingston, NY	NY Resolution	City resolution	2010			,2	4 16,0		7,2		0,0;	0 0		0,0		0.0		0.0: 0	0.0 4	16,0	)
ake George, NY	NY Resolution No. 208	City resolution	2012		1 1	.2	4 16.0	5	12,0		0,0	0 0		0,0		2.4		3.0 0	0.0	0,0	)
ake Luzerne, NY	NY Resolution No. 48 of		2012	1.227	5 6	.0	4 16,0	5	12,0		3,2	5 2		0.0	3	2.4:		0.0	0,0; 0	0,0	
ewis, NY	NY Resolution	City resolution	2011			,2	3 12,0		12,0		0,0		0 2	3,2	0	0.0	0 0	0.0: 0	0.0: 1	4,0	
ewisboro, NY	NY Policy	City resolution City policy	2011	12.411	3: 3	.6	5 20.0		7,2	7	3.2:	5 2	0 3	4.8	5	4.0		3.0: 0	0.0 1	4.0	
ttle Falls, NY	NY Resolution No. 59	City resolution	2014	1.587	1. 1	.2	2 8.0	0	0,0	0	0.0	0 0	0 0	0,0	0	0.0	0 0	0.0! 0	0.0: 1	4,0	)
lalone, NY	NY Resolution No. 73-20	12 City resolution	2012	14.545	1 1	.2	2 8.0	0	0,0	4: 1	2.8	0 0		3.2	3	2.4:	5 8	3.0 0	0.0: 1	4,0	);
lassena. NY	NY L.L. No. 1-2017	City legislation	2017	12.883	5 6	0	5 20,0	5	12,0	5 1	6.0	5 2		8.0	3	2.4	0 0	0.0; 5	4.0 4	16,0	)
Mooers, NY	NY Resolution #18-2017	City resolution	2017	3.592	3: 3	.6	4 16.0	5	12,0	0	0.0:	5 2	0 5	8.0	Ö	0.0		0.0:	0.0	0.0	)
lew Rochelle, NY	NY Resolution	City resolution	2012	77.062	1. 1	.2	4 16,0	5	12,0	3	9.6	0 0	0 0	0.0	3	2.4	0 0	0.0	0.0 2	8,0	)
lorth Hempstead, NY	:NY :Complete Streets Pol		2011		5 6	.0	5 20.0		12,0	0;	0.0	5 2		8.0	5	4.0	5 8	3.0 0	0.0: 3	12,0	
Ogdensburg, NY	NY Ordinance #3 of 2014	City legislation	2014		5 6	.0	5 20,0		12,0	4 1	2,8	5 2	0 5	8.0	5	4.0		3.0 5	4.0 4	16,0	
ochester, NY	NY Ordinance	City legislation	2011	210.565		.0	4 16.0	5	12,0	17	3.2:	5 2	0 0	0.0		2.4	5 8	3.0: 0	0.0	4,0	
ye, City of, NY	NY Resolution	City resolution	2013			6	5 20.0	5	12,0	4 1	2.8	5 2	0 0	0.0		1.6	5 8	3.0: 0	0.0: 2	8.0	5
aratoga Springs, NY	NY Complete Streets Pol		2012		5 6	,0	4: 16,0		12,0		0.0	5 2	0: 5	8,0		4.0:	0 (	0.0 0	0.0; 4	16,0	
augerties, NY	NY Resolution No. 19/20	14 City resolution	2014	3.971		.0	5 20,0		7,2	4 1	2,8		0 2	3.2	3	2.4	5 8	8 O.	0.0: 4	16,0	
ilver Creek, NY	NY  Complete Streets Pol	cy City policy	2014	2.656		.6	5 20,0		12,0	1	3.2:	5 2	0 2	3.2	3	2.4	5 8	3.0: 0	0.0	12,0	)
leepy Hollow, NY	NY Resolution	cy City policy City resolution	2016			6	5 20,0	5	12,0	0	0.0:	0 0	0 3	4.8	0	0.0		0.0:	0.0	0.0	
odus Point, NY	NY Complete Streets Pol	cy Resolution City resolution	2015	900		,2	3 12,0		0,0	0	0,0	0 0		0,0	<u></u>	0.0		0.0	0,0	0,0	
iconderoga, NY	NY Resolution #158-201	cy Resolution City resolution City resolution	2015	5.042		2	5 20.0	۱h	0.0	ŏ	0.0	· j	ŏŏ	0.0	ŏ		····;	0.0	0,0,	0,0	i}
roy, NY	NY Resolution No. 4	City resolution	2013			· <del></del>	3 12,0	ļ	12,0	<del> </del>	0,0:	0 0	<u></u>	8,0	, , , , , , , , , , , , , , , , , , ,	0,0	<del> </del>	0,0:	0,0	0,0	<del>j</del>
roy, NY	NY City Code Chapter 27	City resolution  1 - Complete Streets City legislation	2014	50.129		,2 ,0	5 20,0		12,0		2.8;	5 2		8,0		2 4	5	5	4,0 4	16,0	<del>;</del> ;
.0,,		Complete Streets City legislation	2014	50.125		,,,,	20,0	-	12,0		-,0,	J 2	5	0,0	3	2,7		J, J	7,0 4	10,0	)
Jtica, NY	NY Added as Section 2-3	1 Complete Streets Policy City legislation	2016	62.235	5 6	.0	4 16,0		12,0	1	3.2	5 2	.0 5	8,0	9	2.4	5	3,0 0	0,0 1	4,0	n!
/alley Stream, NY	NY Resolution 151-13		2013			,2	4 16,0		0,0		3,2; 0,0;		0 0	0,0		1.6		0,0; 0	0,0; 1	0,0	
/illage of Dannemora, NY	NY Resolution No. 17-12	City resolution  20-01 City resolution	2017	3.936		,6	4 16,0		12,0		0.0:	5 2		8,0		1,0;		0.0: 0	0,0; 0	4,0	; <del>}</del>
/illage of Dannemora, NY /illage of Fort Edward, NY	NY Resolution No. 17-12	City resolution	2017	3.375		,2	4 16,0		12,0		0,0;	0 0		0,0		2.4		3.0: 0	0.0: 0	0,0	)
Varrensburg, NY	;NY ;Subdivision Regulation	ns, Sec 178-20 City legislation	2012	4.094		,2	0; 0,0		0,0		0,0		0 3	0,0 4.8	<del>3</del>	1 6		0	0,0; 0	0,0	{
Warrensburg, NY Watertown, NY	NY Complete Streets Pol	no, occ 170-20 Oily registation	2013			,0	5 20,0		12,0		0,0 ₁ 2,8:		0 5			4.0	5	3,0; 0 3,0; 5	4,0; 4	16,0	
vatertown, NY Vawarsing, NY	NY Resolution #63	cy City policy City resolution	2017		b	,0	5 20,0				2,8;	5 2		8,0 3.2		2.4		3,0; 5 3.0:	4,0; 4 0.0; 4	16,0	)
	NY Resolution #63	City resolution	2014			,0	5 20,0		7,2 0,0		2,8;	0 0		0,0		<del>2,4</del> ;		5,0;	0,0; 4	0,0	
White Plains, NY Whitestown, NY		cy City resolution	2013	18.667		,6	5; 20,0		12,0		3,2; 0,0:		0: 0			0,0		0,0;			;;
wnitestown, NY			2017	18.007	٥,	,0	5, 20,0		12,0	U;	U,U;	. 0	0; 0	0,0	٠	0,0		0,0	0,0; 0	0,0	0
	An Ordinance Creatin	g a New Article XVI Entitled cv of Chapter 103 of the Code of	- }	1	1	1	- 1	}	1		- 1		1		1		1	1 1		1	1
W1 NV			0040	405.070	-		40.0		40.0							0.0					J
Yonkers, NY		ntitled Streets and Sidewalks City legislation	2016	195.976	5, 6	,0	4 16,0		12,0	4	2,8	5 2	0 0	0,0	U}	0,0		B,0 0	0,0 2	8,0	)
		g a New Article XVI Entitled	1	1			1 1	1	1		- 1				1		1			1	1
		cy of Chapter 103 of the Code of	1		. J	!					i				_}						j
Yonkers, NY	NY the City of Yonkers E	ntitled Streets and Sidewalks City legislation	2016		5; 6	,0	4 16,0		12,0	4 1	2,8	5 2	0 0	0,0		1,6	5 8	3,0: 0	0,0 2	8,0	)
Akron, OH	OH Ordinance No. 156-2		2017			,6	4 16,0		7,2		2,8	5 2	0 2	3,2		2,4	5 8	3,0; 5	4,0] 1	4,0	
Bowling Green, OH	OH Resolution No. 3594	City resolution	2015			,2	5 20,0		0,0		0,0		0: 0	0,0	2}	1,6		0,0	0,0; 0	0,0	
Cleveland, OH	OH Ordinance No. 798-1	City legislation	2011			,2	4 16,0		12,0		2,8		0 2	3,2	5	4,0		0,0	0,0: 1	4,0	)
Columbus, OH	OH Resolution	City resolution	2008		1: 1	,2	4 16,0		12,0		0,0:		0 0	0,0	0}	0,0		0,0: 0	0,0] 0	0,0	
Columbus, OH	OH Ordinance No. 1987-		2008	787.033		,0	0,0		0,0	0	0,0;	5 2	0 3	4,8	3	2,4	0 (	0,0; 0	0,0 0	0,0	
Dayton, OH	OH Livable Streets Policy	City policy	2010	141.527	5 6	,0	5 20,0	5	12,0	5 1	6,0	5 2	0 0	0,0	5	4,0	5 8	3,0	0,0; 1	4,0	)
Hilliard, OH	OH Resolution 12-R-14	City resolution				,0	4 16,0	5	12,0	0;	0,0	5 2	0; 3	4,8	0	0,0	5 8	8,0; 0	0,0; 1	4,0	)
Liberty Township, OH	OH Complete Streets Pol	cy City policy	2014		1: 1	,2 ,0	4 16,0	5	12,0		2,8:	5 2	0 2	3,2	0	0,0	0 (	0,0:	0,0 1	4,0	);
Lima, OH	OH Resolution 05-16	City resolution	2016	38.771	5; 6	,0	5 20,0	5	12,0	4 1	2,8;	5 2	0 5	8,0	0}	0,0	5 8	3,0; 0	0,0 0	0,0	);
Nelsonville, OH	OH Resolution 2199 OH Resolution 11-3A	City resolution	2017	5.392	5: 6	,0	5 20,0	5	12,0	5 1	6.0	5 2.	0: 5	8,0	5	4,0	5 8	3,0; 5	4,0 4	16,0	)
Newark, OH	OH Resolution 11-3A	City resolution City resolution	2017	47.573	1	,0 ,2	0,0	5	12,0	4, 1	2,8	0 0		0,0	0}	0,0;	0 (	0,0	0,0; 0	0,0	)
Oberlin, OH	OH Resolution No. R15-0	4 CMS City resolution	2015	8.286	3: 3	,6	5 20,0	5	12,0	0	0,0	5 2	0 2	3,2	0)	0,0	5 8	3,0; 5	4,0 2	8,0	)
Piqua, OH	OH Complete Streets Pol	cy City policy	2013	20.522	5; 6	.0	5 20,0	5	12,0	3	9,6;	5 2	0 3	4,8		4.0	5 8	3,0; 0	0,0 4	16,0	):
Riverside, OH	OH Resolution No. 14-R-	1918 City policy	2014	25.201			5 20,0		12.0			5 2	0: 0	0.0		2.4	5 8	3,0 0	0.0: 1	4.0	)
Sylvania, OH	OH Resolution No. 14-20	1918 City policy City resolution	2014	18.965	5 6	,6 ,0	5 20,0	5	12,0 12,0	4 1	2,8 2,8	5 2	0: 5	8.0		2,4	5 5	3.0	0,0 0,0 5	20,0	)
J	Toledo Municipal Coo	e, Chapter 901 (Ordinance 656-		·		2		<del> </del>	******				+					***************************************		1	·
Toledo, OH	OH 10)	City legislation	2012	287.208	3 3	.6	2 8.0	3	7.2	0	0.0	0 0	o n	0.0	2	1.6	0 (	0.0	0.0	0.0	)
Froy, OH	OH Resolution R-21-201	City resolution	2017		<u>3</u>	.6	5 20,0	ř	7,2 12,0		6.0	5 2	0 3	4 A	5	4.0	ŏ >	0.0 5	4.0 4	16,0	
Jpper Arlington, OH	OH Complete Streets Pol	cy City resolution	2014	33.771	5: 6	.0	4 16,0		7,2	ō	0.0	5 2	0: O	0.0	<u>0</u> }	0.0:	5	3.0	0.0	0,0	j
Vesterville, OH	OH Resolution No. 2012-		2012			,2	5 20.0		0,0	0	0.0:	5 2	0: 0	0.0	2	1.6	0	0.0	0.0	0.0	
Collinsville, OK	OK Resolution	City resolution	2012		3: 3	6	4 16,0		4,8		0.0:	0 0		0.0	3	24	5	3.0: 0	0.0	12,0	
Edmond, OK	OK Resolution No. 11-10	City resolution	2010	81.405		,2	4 16,0		12,0		0.0	0 0		0.0		0.0	ŏ	0.0	0.0	0,0	j
Suthrie, OK	OK Resolution 2011-02	City resolution	2011	10.191		6	3 12.0		12,0	0:	0.0		0: 0	0.0	n	0.0:		0.0	0.0: 0	0.0	
awton, OK	OK Resolution	City resolution	2011			6	4 16,0		7,2	5	6.0	0 0		0,0		0.0		0,0	0,0, 2	8,0	
Auskogee, OK	OK Policy 10-5 Complete	Streets Policy City policy	2016			.0	5 20,0		12,0		6,0:	5 2		8,0		4.0		3.0; 5	4,0 4	16,0	
wasso, OK	OK Resolution No. 2015-	Streets Policy City policy City resolution	2015	28.915		6	5 20.0		0.0	ö	0.0:	0 0		0.0	n)	0.0		<u>, , , , , , , , , , , , , , , , , , , </u>	0.0: 0	0.0	<u> </u>
Pryor Creek, OK	OK Resolution No. 2014-	City resolution	2014			.6	4 16,0	·	12,0		0.0		0: 0	0,0		2,4;		3.0	0.0; 3	12,0	
Pryor Creek, OK	OK Ordinance No. 2016-		2016	9.539		.0	5 20,0		12,0		2,8		0 2	2 7	<del>-</del>	0.0:		3.0	4,0; 2	8,0	
	OK Resolution	City legislation City resolution	2016	9.539		6	4 16.0	5	12,0	0: 1:	۷,0; ۱۱ (۱۰	0 0		0.0	2)	2.4		3,0; 5	4,0; 2 0.0; 3	12,0	<u> </u>
and Springs, OK ulsa, OK	OK Resolution OK Resolution	City resolution	2012			6	4 16.0		12.0		0,0, 0.0	· ×	0	0,0		4,4		0,0,	0.0	12,0	( <del>}</del>
					3	9		}5			u,u;	- Q	0		<u></u>	1,0	} }	o,u; U			
lewport, OR		City resolution	2010	9.989		,4	5 20,0	}9	0,0		0,0	0 0	2	3,2	U)	0,0		0,0	0,0	4,0	j
lizabethtown, PA	PA Resolution No. 2014-	12 City policy	2014		3: 3	,0	5 20,0	5	12,0	4; 1	∠,8;	5 2	u; 3	4,8	3	2,4	5 5	5,0; 0	0,0; 4	16,0	
ranklin, PA	PA Resolution No. 18 of	2010 City resolution	2010	6.545	3: 3	,6	5 20,0		7,2		3,2:	5 2		3,2	5	4,0	5	3,0: 0	0,0; 0	0,0	
ancaster, PA	PA Resolution	City resolution	2014			,4	4 16,0		12,0	U	0,0;	0 0		0,0	0)	υ,0	U (	J,U; 0	0,0 1	4,0	
Philadelphia, PA	PA Bill No. 12053201	City legislation City executive order	2012	1.526.006	3; 3	,6	4 16,0	5	12,0	0;	0,0	5 2	0: 3	4,8	5	4,0	0 (	0,0	0,0; 1	4,0	<u>)</u>
hiladelphia, PA	PA Executive Order No.		2009	1.526.006	3 3	,6	4 16,0	5	12,0	0	0,0	0 0	0; 0	0,0	2	1,6	0 (	0,0	0,0; 0	0,0	Ji
		the City of Pittsburgh Complete	}	1				1	1		1					-	1			1	1
Pittsburgh, PA	PA Streets Policy	City resolution	2016			,0	5 20,0		12,0		2,8		0 5	8,0		4,0		3,0 0	0,0 5	20,0	)
Reading, PA	PA Executive Order 2-20	15 City executive order solution City resolution	2015	88.082	5; 6	,0	5 20,0	5	12,0		6,0	5 2	0: 5	8,0	5	4,0	5 8	3,0 5	4,0 5	20,0 16,0	)
Sharpsburg, PA	PA Complete Streets Re	solution City resolution	2017	3.446	5 6	,0	5 20,0	5	12,0		2,8	5 2	0; 3	4,8	5	4,0;	5 8	3,0	0,0; 4	16,0	)
tate College, PA	PA Complete Streets Pol	cy City resolution	2017	42.034	3: 3	,6	5 20,0	0	0,0	4 1	2,8	5 2	0 5	8,0	5	4,0	5 8	3,0 5	4,0; 3	12,0	);
Middletown, RI	RI Resolution	City resolution	2011	16.150		,2	4 16,0		0,0		0,0;		0 0	0,0		0,0		0,0:	0,0 0	0,0	);
lownort DI	RI Resolution No. 2010-	130 City resolution	2010	24.672	1 1	,2	4 16,0		7.2	0	0,0	0 0		0,0	0	0.0	5	B,0; 0	0,0; 0	0,0	
North Smithfield, RI	RI Resolution	City resolution	2012		·*	.2	4 16,0		7,2 0,0	Ŏ.	0.0	. j	ō:	0.0	<u>0</u>	0.0:		0.0	0.0	0,0	
Pawtucket, RI	RI Resolution	City resolution	2011	71.148	7	.2	4: 16.0		0,0	0	0.0:	0 0	0:	0.0	n	0.0		0.0: 0	0.0: 1	4.0	
Portsmouth, RI	RI Resolution No. 2011-		2011			·	4 16,0		0,0		0.0:	0 0		0.0		0.0		0.0: 0	0.0	0,0	
Providence, RI	RI Resolution	City resolution	2012	178.042		2	4 16,0	, <u>'</u>	0,0	ň.	0.0	0 0		0.0		0,0;	<del> </del>	<u>, , , , , , , , , , , , , , , , , , , </u>	0.0: 1	4.0	
		juity resolution	1 2012	170.042	;;;;	<u>,-1</u>					0,0;	0 0		0,0		0,01		J,U, U			
South Kingstown, RI	:RI :Resolution	City resolution	2011	30.639		,2	4: 16.0		0,0		0.0;					0.0:		0.0	0.0: 0	0.0	In .

Agency			J		Intent Users and modes		Projects	Exceptions	Conne				Context		rics Implementat		ļ
	State Policy name	Туре	Year	Population Poir	Weighted	Weighted ints points	Weighted Points F	Weighted oints points	Points p	leighted Weigh oints Points points		ighted ints Poin	Weighted ts points	Points points	Points	Weighted points	Total score
	Resolution to Endorse and Support a Complete St	reets			points PO	a points				ľ	1 1	e FUIII	poilis				
Anderson, SC	SC Policy	City resolution	2009	26.686	3 3,6	2 8,0	4	0 0,		0,0	0,0 2	1,6	5 8,0		0,0 1	4,0	
Camden, SC	SC Resolution SC Resolution No. R2010-054	City resolution City resolution	2011	6.838 129.272	5 6,0	2 8,0		0 0,		0,0 2	3,2 0	0,0	5 8,0		0,0 1 0.0 1	4,0	
Columbia, SC	Unified Development Ordinance, Article 7 – Street	City resolution	2010	129.272	3, 3,0	8,0	5 12,0	0 0,	0	0,0 0	0,0	0,0	0 0,0	0	J,U 1	4,0	, <del></del>
Conway, SC	SC and Circulation	City legislation	2011	17.103	5 6,0	3 12,0	0,0	5 16,	5	2,0 3	4,8 3	2,4	0,0	0	0.0	0,0	43
Greenville, SC	SC Resolution 2008-49	City resolution	2008	58.409	3: 3,6	2 8,0	5 12,0	0 0,		0,0	0,0 0	0,0	0 0,0		0,0 1	4,0	27
Greenwood, SC	SC Resolution	City resolution	2012	23.222	3, 3,6	2 8,0	5 12,0	0 0,	0 0	0,0 0	0,0 0	0,0	0,0	); 0	0,0 1	4,0	27
Myrtle Beach, SC	R2015-35 Resolution Adopting a Complete Street: SC Policy	City resolution	2015	27.109	1 1,2	5 20,0	3 7.2	0 0		2,0 2	3.2 5	4.0	5 8.0		4.0 4	16,0	65
Ninety-Six, SC	SC :Resolution	City resolution	2012	1.998	1 1.2	2 8.0		0: 0,		0.0: 2	3.2 0	0.0:	5 8.0		0.0	0.0	20
North Myrtle Beach, SC	SC Ordinance	City resolution City legislation	2009	13.752	1 1,2 5 6,0	4 16,0	0, 0,0	3 9,	5	2,0 3	4,8; 5	4,0	5 8,0	); 0	0,0	0,0 0,0	50
Spartanburg, SC	SC Resolution	City resolution	2006	37.013	1, 1,2	0; 0,0		0 0,		0,0	0,0 0	0,0	0,0		0,0	0,0	
Sioux Falls, SD	SD Resolution No. 53-15 TN City Code II Ch. 32, Art, XIV	City resolution	2015	153.888	5 6,0	3 12,0		4 12,		0,0; 2 2.0; 5	3,2 3	2,4;	0 0,0	D	0,0: 3	12,0	
Chattanooga, TN East Ridge, TN	TN City Code II Ch. 32, Art. XIV TN Resolution No. 2456	City legislation City resolution	2014	167.674 20, 979	5 6,0 1 1,2	5 20,0 2 8.0		4 12, 4 12,		2,0; 5;	3.2 2	2,4;	0 0,0		1,0; 4	16,0 4,0	83 44
Kingsport, TN	TN Resolution	City resolution	2011	48.205	1 1,2	3 12,0		0 0,		0,0: 0	0,0	0,0	0,0		0,0	0,0	25
Knoxville, TN	TN Resolution No. 287-09	City resolution	2009	178.874	1 1,2 5 6,0	4 16,0		0; 0,		0,0	0,0 2	1,6	0 0,0		0,0 1	4,0	34
Knoxville, TN	TN Ordinance No. O-204-2014	City legislation	2014	178.874	5 6,0	5 20,0	5 12,0	4 12,	5 5	2,0 5	8,0 5	4,0	5 8,0	5	4,0 3	12,0	88
Memphis, TN	An Order Establishing a Complete Streets Policy f TN the City of Memphis	City executive order	2013	646.889	3 3,6	5 20,0	5 12,0	1 3.		2.0 2	3.2 2	1.6	0 0,0		0.0 3	12,0	57
Austin, TX			2002	790.390	5 6,0	0 0.0	3 7.2	5 16,		0.0: 0	0.0 0	0.0	0 0,0		0.0	0,0	
Austin, TX	TX Complete Streets Ordinance	City resolution City legislation	2014	790.390	5 6,0	5, 20,0	5 12,0	4 12,	5	2,0; 5	8,0 5	4,0;	5 8,0	0	0,0 4	16,0	29 88
Brownsville, TX	TX Resolution No. 2012-056	City resolution	2012	175.023	3; 3,6 5; 6,0	4 16,0		0 0,		2,0 2	3,2 0	0,0	0 0,0		0,0 3	12,0	
Dallas, TX Fort Worth, TX	TX Resolution 16-0173	City resolution	2016	2.368.139 741.206		5 20,0		4 12,		0,0 5	8,0 2	1,6	5 8,0		4,0 4	16,0	
Fort Worth, TX Houston, TX	TX Complete Streets Policy TX Executive Order No. 1-15	City policy City executive order	2016		5 6,0 1 1,2	5 20,0 5 20,0	5 12,0 3 7.2	4 12, 0 0.	); 5) ); 0)	2,0; 5	8,0 3 3.2 0	2,4	5 8,0		0,0 4.0 2	20,0 8,0	91 51
San Antonio, TX	TX   Complete Streets Policy	City policy	2013		1 1,2	4 16,0		0 0,		2,0; 0	0,0 2	1,6	5 8,0		0,0	0,0	40
San Marcos, TX	TX Chapter 74, Sec. 74.002	City legislation	2013	44.894	5; 6,0	0,0	0, 0,0	5 16,	0 0	0,0 2	3,2 3	2,4	5 8,0		0,0 1	4,0	39
Weatherford, TX	TX Complete Streets Policy	City policy City legislation	2017	25.250	3 3,6	5 20,0		4 12,		2,0: 5	8,0 3	2,4:	5 8,0	5 5	4,0 5	20,0	92
Salt Lake City, UT Salt Lake City, UT	;UT ;Ordinance No. 4-10 ;UT ;Executive Order on Complete Streets	City legislation City executive order	2010	186.440 186.440	5 6,0 5 6,0	1; 4,0 1: 4.0	·	5 16, 5 16,		2,0 0 0,0 0	0,0 5	4,0;	0 0,0		0,0; 0 0.0 0	0,0 0,0	
Charlottesville, VA	UT Executive Order on Complete Streets VA Resolution	City executive order	2010	43.475	5 6,0	5 20.0	5 12.0	0 0.		0.0; 0	0.0 2	1.6	0 0,0		0,0; 0, 0.0; 0;	0,0	30
Charlottesville, VA	VA :Complete Streets Policy	City policy	2014	43.475	1, 1,2	4 16,0		4 12,	5	2,0: 0	0,0 0	0,0	5 8,0	5	4,0 3	12,0	39 68
Norfolk, VA	;VA ;Ordinance No. 46,207	City legislation	2016	242.803	5 6,0	4; 16,0		4; 12,	3 5	2,0; 5	8,0 5	4,0;	5 8,0	5 .	4,0; 4	16,0	88
Richmond, VA	VA Resolution No. 2014-R172-170	City policy	2014	204.214	1 1,2	4 16,0		5 16,		2,0 2	3,2 5	4,0	5 8,0	*	4,0 4	16,0	
Roanoke, VA Virginia Beach, VA	VA Complete Streets Policy VA Complete Streets Administrative Directive	City policy City internal policy	2008	97.032 437.994	5 6,0 5 6,0	4 16,0 4 16,0		4 12, 1 3.		2,0 0	0,0 5	4,0;	5 8,0		4,0 3	12,0 8,0	76 62
Aberdeen, WA	WA Complete Streets Administrative Directive	City legislation	2014	16.896	5 6,0	5; 20,0		1: 3,	2 5	2.0: 5	8.0 5	4.0:	5 8.0		0.0: 2	12,0	
Airway Heights, WA	;WA ;Ordinance C-720	City legislation	2010	6.114	1 1,2	5 20,0		4 12,	5 5	2,0 0	0,0 0	0,0	5 8,0		0,0	4.0	55
Algona, WA	WA Ordinance NO.1129-16	City legislation	2016	3.014	5; 6,0	5 20,0	5; 12,0	4 12,		2,0 2	3,2; 5	4,0	5 8,0	); 0	0,0 4	16,0	84
Anacortes, WA	WA Ordinance NO.2880	City legislation	2012	15.788	5 6,0	3 12,0		1 3,		2,0 0	0,0 0	0,0	5 8,0		0,0	12,0	
Auburn, WA Battle Ground, WA	;WA ;Ordinance NO.6616 ;WA ;Resolution No. 15-04	City legislation City resolution	2016 2015	70.180 17.571	3 3,6 5 6,0	5; 20,0 5; 20,0		1; 3, 4; 12,		2,0; 5	8,0	2,4	5 8,0	0	0,0	4,0 16,0	63 84
Bellevue, WA	WA Ordinance NO. 6308	City legislation	2016	122.363	5 6,0	5; 20,0		4 12,		2.0: 0	0.0 3	2.4	0 0.0	): 0	0.0 4	16,0	64
Bellingham, WA	WA Ordinance NO. 2016-09-032	City legislation	2016	80.885	3, 3,6	5 20,0		1 3,	2 5	2,0 0	0,0 0	0,0	0,0	0	0.0	0,0	36
Bingen, WA	WA :Ordinance NO. 2013-07-617	City legislation	2013	712	3; 3,6	4 16,0	3 7,2	1 3,	2 0	0,0	0,0 0	0,0	0 0,0	0	0,0 1	4,0	34 80
Bothell, WA	WA Resolution NO. 1352	City resolution	2016	33.505	5 6,0	5 20,0	5 12,0	4 12,	3 5	2,0 2	3,2 5	4,0	5 8,0	) 0	0,0	12,0	
Bremerton, WA Burien, WA	WA Ordinance WA Ordinance No. 599	City legislation City legislation	2012	37.729 33.313	5: 6,0 5: 6.0	3 12,0 3 12,0		4 12,	3: 0	0,0 0	0,0: 0	0,0	0,0	); 0	0,0 1	4,0 0,0	34 30
Burien, WA	WA Ordinance No. 599	City legislation	2011	33.313	5 6,0	2 8.0		1 3,	2: 0	0,0: 0	0.0 0	0.0	0 0,0	). 0	0.0: 0	0,0	
Burlington, WA	;WA ;Ordinance 1792	City legislation City legislation	2011 2013	8.388	1, 1,2	5 20,0	0 0,0	4 12,		2,0 0	0,0	0,0;	5 8,0	0	0,0	0,0	44
Carnation, WA	WA Ordinance NO. 877	City legislation	2016	1.786	3 3,6	5 20,0		4 12,		2,0 2	3,2 5	4,0	5 8,0		0,0 4	16,0	81
Cle Elum, WA Colfax, WA	;WA :Ordinance NO.1455 ;WA :Ordinance No.16-18	City legislation	2016	1.872 2.805	5; 6,0	5 20,0		1 3,		2,0 2	3,2 3	2,4	5 8,0	·	0,0 3	12,0	68
College Place, WA	WA Ordinance No. 16-18	City legislation City legislation	2016	8.765	1 1,2 3 3,6	5 20,0 5 20,0	3 72	4 12, 1 3	5	20 2	0,0 0	<u>0,0;</u>	0,0	): 0	),U	4,0 12,0	42 63
Coulee City, WA	WA Ordinance NO.683	City legislation	2016	562	1 1,2	5 20,0		1 3,	2: 0	0,0 0	0,0 0	0,0	0 0,0	0	0,0	4,0	40
Darrington, WA	WA Ordinance NO.717	City legislation	2016	1.347	5: 6,0	5 20,0	5 12,0	4 12,	3 5	2,0 5	8,0 0	0,0	5 8,0	0	0,0	12,0	80
Davenport, WA Deer Park, WA	:WA :Ordinance 1072 :WA :Ordinance NO.2012-915	City legislation	2013	1.734 3.652	5 6,0 5 6,0	4; 16,0 5; 20,0		4; 12, 4; 12,	5	2,0; 0	U,U 0	0,0	0,0	0	0,0; 0	0,0	36 46
Deer Park, WA Des Moines, WA	WA Ordinance NO.2012-915	City legislation City legislation	2012	29.673	3 3,6	3 12,0		4, 12, 4, 12,		2,0; 0	0.0	0,0;	5 8,0		0,0; 0; 0.0 1:	0,0 4,0	46
Duvall, WA	WA Ordinance NO.1200	City legislation	2012	6.695	1 1.2	5 20,0		4 12,		2,0 2	3,2 2	1,6	0 0,0	*	0,0 1	4,0	56
Edmonds, WA	WA Ordinance No. 3842	City legislation	2011	39.709	1 1,2 5 6,0	2 8,0	0,0	1 3,	2 0	0,0 0	0,0 0	0,0	0 0,0		0,0 1	4,0	21
Electric City, WA	WA Ordinance NO.500-2015	City legislation	2015	968	5 6,0	5 20,0		4 12,		0,0: 0	0,0 0	0,0	0 0,0		0,0 1	4,0	54
Ellensburg, WA Elmer City, WA	WA Ordinance NO.4744 WA Ordinance NO.354	City legislation City legislation	2016	18.174 238	5 6,0	5 20,0 5 20,0		4 12, 4 12,		2,0 2 2.0 3	3,2 5	4,0;	5 8,0 5 8.0		0,0 4	16,0 4,0	84 72
Emer City, WA Ephrata, WA	WA Ordinance NO.354	City legislation	2016	7.664	5 6,0 5 6,0	4 16,0	0 0,0	1 3,		2,0; 3	4,8 0	0,0	0 0,0	ó: ŏ	0,0; 1; 0,0; 0	0,0	72 32
Everett, WA	:WA :Resolution	City resolution	2008	103.019	1, 1,2	5 20,0		0; 0,		0,0; 0	0,0 0	0,0;	0 0,0	0	0,0	0,0	33
Everett, WA	;WA ;Ordinance NO.3510-16	City legislation	2016	103.019	3 3,6	5 20,0		1 3,		2,0; 2	3,2 3	2,4	5 8,0	) 0	0,0 3	12,0	61
Federal Way, WA	WA Ordinance No. 12-718	City legislation	2012	89.306	5; 6,0	5 20,0		4 12,		2,0 0	0,0: 0	0,0	0 0,0	0	0,0	0,0	48
Fircrest, WA Friday Harbor, WA	;WA :Ordinance NO.1575 ;WA :Ordinance No. 1626	City legislation	2016	6.497 2.162	5 6,0 3 3,6	4 16,0 5 20,0		1; 3, 4; 12,		2,0 3	4,8 0) 8.0 E	0,0	0 0,0 5 8.0	ν; υ Ν	0,0 1; 0.0 5	4,0 20,0	43 90
Grandview, WA	;WA ;Ordinance NO. 1626 ;WA ;Ordinance NO.2014-11	City legislation City legislation	2017	10.862	5 6.0	1: 4.0	0 12,0	1 3	2	0.0: 0	0.0 0	0.0	0 0,0	0	0.0	20,0	13
Granger, WA	WA Ordinance No.1276	:City legislation	2017	3.426	3: 3,6	5 20,0	5 12,0	1 3,		2,0 2	3,2 5	4,0	5 8,0		0,0	12,0	68
one, WA	WA Resolution 2016-3, Complete Streets Policy	City resolution	2016	447	3; 3,6	0,0		0 0,		0,0 0	0,0 0	0,0	0 0,0		0,0	0,0	
ssaquah, WA	:WA :Ordinance NO.2514 :WA :Ordinance NO.16-0427	City legislation City legislation	2008	30.434	3 3,6	0,0	3 7,2	4 12,	3 0	0,0	0,0 0	0,0	0 0,0	0	0,0 0	0,0 16.0	
Kenmore, WA Kennewick, WA	WA Ordinance NO. 16-0427 WA Ordinance No. 5691		2016	20.460 48.058	3, 5,0	5; 20,0 5; 20,0	5 12,0 5 12,0	4 12, 4 12,	5	∠,u; 5  2.0: 2	3.2	4,0; 4.0;	5 8,0	<u></u>	10	16,0 16,0	92 81
Kent, WA	WA Ordinance NO. 3691	City legislation City legislation	2017	92.411	5; 6,0	5 20,0	5, 12,0	4 12,	3 5	2,0; 2;	3.2 5	4,0;	0 0,0	0	0.0	4,0	64
Kirkland WA	WA Ordinance No. 4061	City legislation	2006	48.787	5 6,0	0: 0.0	3 7.2	1 3,		0,0 0	0,0 0	0,0	0 0,0		0,0	0.0	16
Kirkland, WA	;WA ;Ordinance O-4539	City legislation City legislation	2016	48.787	5 6,0 5 6,0	4; 16,0	2 4,8	1; 3,	2 5	2,0; 0	0,0 3	2,4	0,0	0	0,0 1	0,0 4,0	16 38
Lake Forest Park, WA	WA Ordinance NO.1139	City legislation	2016	12.598	5 6,0	5 20,0	5 12,0	1 3,	2 5	2,0 5	8,0 3	2,4	5 8,0	): 0	0,0 4	16,0	77
Lakewood, WA	WA Ordinance NO.645	City legislation	2016	58.163 1.035	3 3,6	5 20,0	5 12,0	1 3, 4 12,	2; 5	2,0 5	8,0 3	2,4	5 8,0		0,0	12,0	71
Langley, WA Leavenworth, WA	WA Ordinance NO.970 WA Resolution NO. 12-2016	City legislation City resolution	2012 2016	1.035 1.965	5 6,0 3 3,6	4 16,0 4 16,0	0 0,0 0 0,0	4 12, 1; 3,	5	2,0 0 2,0 2	0,0 0	0,0	0 0,0 5 8,0		0,0 0,0; 0	0,0 0,0	
Leavenworth, WA	;WA ;Resolution NO. 12-2016 ;WA ;Ordinance 153	City resolution City legislation	2016	1.965	3 3,6	4; 16,0 4; 16,0		1; 3,		2,0; 2;	3.2 2	1.6	5 8,0		0,0; 0; 4.0: 0;	0,0	
Mabton, WA	WA Ordinance No. 2015-1056	:City legislation	2015	2.286	5 6.0	5 20.0	5 12,0	1 3.	2: 5	2,0 0	0.0 3	2.4	5 8.0		0.0 1	4,0	57
Marysville, WA	WA Ordinance NO.3031	City legislation	2016	60.020	5: 6,0 5: 6,0	5 20,0 5 20,0	5 12,0	4 12,	3 5	2,0: 0	0,0	0,0	0,0	0	0,0	0,0	52
			2016	489	5 6,0	2: 8,0	F' 12.0	4; 12,	o' E	2,0; 2	3 3' E	4.0:	5 8,0		0.0: 2	8.0	64
Mesa, WA Moses Lake, WA	:WA :Resolution NO. 2016-15 :WA :Ordinance 2644	City resolution City legislation	2010	20.366	5 6,0	1 4,0		1 3,		0,0; 0	0.0	0.0:	0 0,0		0.0 0	0,0	

	1 1		}	}		Intent	Users and mode		es F	rojects	Exception	ons C	onnectivity	Jur	isdiction	Flexibility		C	ontext	Metrics	Impl	ementation	
				1	1	Weighte				Weighted		ighted	Weighte		Weighted		Weighte		Weighte		ed	Weighte	
Agency	State Policy name	Туре		Population		points	Points	points			ints poir		nts points		points	Points	points	Points	points	Points points		points	Total score
Moxee, WA	:WA :Ordinance No. 764	City legislation City legislation	2016	3.308	3	3	3,6	5 20	),0	5 12,0 5 12,0	1;	3,2 12,8	5 2	,0 .0	5 8,	0	5 4	1,0	5 8	,0 0	0,0	3 12	2,0 <b>72,</b> 8,0 <b>68,</b>
Naches, WA	;WA ;Ordinance No. 712	City legislation	2016			5 6	6,0	5; 20			4:				2 3,	2	5 4	1,0;	0 0	0,0			B,0 <b>68,</b>
North Bonneville, WA	WA Ordinance Number 1069	City legislation	2016	956	5	5 6	6,0	5 20	),0	2 4,8	0	0,0	5 2	,0	2 3,	2	2 1	,6	5 8	,0; 0	0,0	5 20	0,0 <b>65,</b> 2,0 <b>84,</b>
Ocean Shores, WA	WA Ordinance No. 916	City legislation	2012	5.569		5: 6	6,0	5 20		5 12,0	4	12,8	5 2	,0	5 8,	0	5 4	,0	5 8	,0; 0	0,0		2,0 <b>84,</b>
Olympia, WA Pasco, WA	:WA :Ordinance No. 7037	City legislation	2016	46.478		1) 1	1,2	5 20		2 4,8	0:	0,0		),0:	0,	0	0) 0	),0;	0 0	0,0	0,0		4,0 <b>30,</b>
	;WA ;Resolution No. 3725	City resolution	2016			5 6	6,0	4; 16		5 12,0	1;	3,2		2,0;	0)	0		,4;		,0 0	0,0;	4 16	6,0 <b>65,</b>
Pomeroy, WA	WA Ordinance 885	City legislation	2016				3,6	5 20		5 12,0	1	3,2 12,8		,0	2 3,	2	3 2	,4	0 0	i,0: 0	0,0	3 12	2,0 <b>58,</b> 4,0 <b>74,</b>
Port Townsend, WA	WA Ordinance No. 3155	City legislation	2016	9.113	3	5: 6	6,0	5 20	0,0	5 12,0	4	12,8	0 0	,0	5 8,	0:	5 4	,0	5 8	,0: 0	0,0	1 4	1,0 74,
	Redmond Municipal Code Chapter 12.06: Comple	lete		1	1			1	1						}	1			1			1	1
Redmond, WA	WA the Streets	City legislation	2007	54.144		3: 3	3,6	2 8	3,0	3 7,2	1	3,2	5 2	2,0	0,	0	0 0	),0;	0 0	0,0	0,0		0,0 24,
Renton, WA	WA Ordinance No. 5517	City legislation City legislation	2009	90.927	,	5 6	6,0	5 20	0,0	3 7,2	4	12,8		,0;	3 4,	8	5 4	,0;	0 0	,0: 0	0,0		0,0 54,
Republic, WA	WA Ordinance #2016-04	City legislation	2016	1.073	3		6,0	4 16		0,0	1	3,2;	5 2	,0	0,	0	0) 0	),0	0 0	,0; 0	0,0		0,0; 27,
Ridgefield, WA	WA Resolution No. 495	City resolution	2015	4.763	3	5: 6	6,0	5 20	0,0	5 12,0	5	16,0	5 2	.0	2 3,	2	5 4	.0	5 8	.0 5	4,0	4 16	6,0 91,
Rosalia, WA	:WA :Resolution No. 16-06	City resolution	2016	550	)	1	1,2	5 20	0,0	0.0	0:	0,0	0 0	,0:	0,	0	0 0	,0;	0 0	0 0,0	0,0	0 0	0,0 21,
Ruston, WA	:WA :Ordinance No. 1487	City legislation	2016	550 749	)	5 6	6.0	5 20	0.0	5 12,0	4	12,8	5 2	.0	2 3.	2	5 4	.0:	5 8	,0; 0 i,0; 0	0.0	5 20	0.0
Seattle, WA	WA Bridging the Gap	City tax ordinance	2006	608.660		5: 6	6,0	4 16		5: 12,0	1	3,2;	5 2	.0	0,	0:	2 1	,6	5 8	0,0	0,0	2 8	B,0; <b>56,</b>
Seattle, WA	WA Ordinance No. 122386	City legislation	2007	608.660	)	5: 6	6.0	4 16	3.0	5 12,0	1	3,2	5 2	.0	Ö.	0:	2 1	.6	5 8	i.0: 0	0.0	1 4	4,0; 52,
Sedro-Woolley, WA	:WA :Ordinance	City legislation	2010	10.540	)	5 6	6.0		0.0	3 7,2	1:	3,2	0 0	0.0	0.	0	0 0	0.0	0 0	0,0	0,0		0.0 16.
Spokane, WA	;WA ;Resolution No. 2010-0018	City resolution	2010		3	1	1.2	2: 8	.0	0 0.0	0:	0.0	0 0	0.0	0.	0	0 0	0.0:		0.0	0.0	3 12	2,0 <b>21,</b> 8,0 <b>62,</b>
Spokane, WA	WA Ordinance	City legislation	2011				3.6	5 20		5: 12,0	2	6,4		.0	0	0:		.4	5 8	10: 0	0,0		B.O. <b>62,</b>
Sunnyside, WA	WA Complete Streets Ordinance	City legislation	2015			5: 6	6.0	5 20		5 12,0	1	3,2	5 2	.0	0	0		.4	5 8	.0: 0	0.0	1 4	4,0 57,
Tacoma, WA	WA Resolution No. 37916	City resolution	2009				6.0	5 20			0:	0.0		0.0:	3	2		0.0:		0.0			B,0 <b>49,</b>
Tieton, WA	:WA :Ordinance No. 716	City legislation	2016			5	6.0	5 20	00	5 12,0 5 12,0	<u>4</u>	12.8		0	3	2	5	0	5 8	0	0,0		8.0 <b>76.</b>
Toppenish, WA	WA Ordinance No. 2015-14	City legislation	2015			5	6.0	5 20						,0	0,	<u></u>		.4	5	0	0,0		
Tukwila, WA	WA Ordinance No. 2222	City legislation	2009	19.107			6.0	5 20	0.0	5 12,0 5 12,0		3,2; 3,2;		.0	0, 2 3,	Š:	3	6	<u></u>	i,0; 0	0.0		4,0; <b>57,</b> 8,0; <b>64,</b>
	WA Ordinance No. 709	City legislation	2016				6.0	5 20			4			.0	3 4.		2 2	1,0		1,0: 0			4.0 72.
Twisp, WA Union Gap, WA	;WA ;Ordinance No. 2876	City legislation	2015	6.047		5	s n	5 20	7,0	5 12,0 5 12,0		12,8 12,8			,	n	5	2,4; 1,0;	Š	0	0,0	4 16	4,0 <b>72</b> , 6,0 <b>80</b> ,
Vancouver, WA	WA Ordinance No. M-4203		2017			ĕ!	6.0	5 20		5 12,0	<del></del>	12,8		.0	5 8.	ň		1.0	ĕ	i.0; 5	4,0		0.0 96.
Waitsburg, WA	WA Ordinance NO.2016-1037	City legislation	2016				6.0	5 20		5 12,0		3,2;		.0	0			0		i,0; 3	0.0		0,0 <b>96,</b> 2,0 <b>67,</b>
Walla Walla, WA	WA Resolution NO.2016-1037	City legislation City resolution	2016			5. 6	8.0	5: 20	7,0	5 12.0		12.8		.0	2 3.			1.0;	5 0	0,0,	0.0		0,0 88,
Wapato, WA	:WA :Ordinance NO.1306	City legislation	2015			5	6.0	5 20		5 12,0	4	3,2		2.0	0.			2,4;	5 0	i.0: 0	0.0:		4,0 <b>57,</b>
	WA Ordinance NO. 2016-24		2016				6.0	5 20		5 12,0		16,0		2,0	5 8.			1.0		.0: 5	4,0		2,0 <b>100</b> ,
Wenatchee, WA West Richland, WA		City legislation					6,0			5 12,0	5								2	5,0, 5			
White Salmon, WA	WA Ordinance NO.15-16 WA Ordinance No. 2013-03-913	City legislation City legislation	2016			5; (	6,0	5 20 4 16		5 12,0 5 12,0		3,2 3,2	5 2	,0	2 3,	2:	3 2	,4	5 8	1,0; 0	0,0	3 12	2,0 <b>68,</b> 0,0 <b>39,</b>
Wilbur, WA	:WA :Ordinance No. 2013-03-913	City legislation	2013			5; (	6,0) 6.0:	4: 16		0 0.0		3,2	5 2	0.0:	0,	U:	0} 0	),0; ).0:	0 0	1,0; 0	0.0:		4,0 <b>39,</b>
Wilbur, WA		City legislation									];				0,	0				,0 0	0.0:		,0 29,
Winthrop, WA Yakima, WA	WA Ordinance NO.683	City legislation	2016			5 6	6,0	5 20		5 12,0	4	12,8	5 2	,0	3 4,	8	3 2	,4	5 8	,0: 0			4,0 72,
Yakima, WA	WA Ordinance No. 2016-013	City legislation	2016	91.067		5; 6	6,0	4 16		5 12,0	4:	12,8	5 2	,0	0,	01	3 2	,4;	5 8	3,0; 0	0,0		B,O <b>67</b> ,
Appleton, WI	;WI :Complete Streets Policy	City policy	2016			3;	3,6		,0	5 12,0	4:	12,8		,0	0,	0	0) 0	0,0;		,0; 5	4,0		6,0 <b>66,</b>
Franklin, WI	:WI :Resolution	City resolution	2013				3,6	5 20		5 12,0	1;	3,2		,0:	3 4,	8	3) 2	.4;		,0 0	0,0		4,0 <b>50</b> ,
Grand Chute, WI	;WI :Resolution TBR-13-2013	City resolution	2013	20.919		5 6	6,0	5 20	),0	5 12,0	1;	3,2	0 0	),0	2) 3,	2	0 0	),0	5 8	,0 5	4,0		B,0 <b>64</b> ,
La Crosse, WI	WI Ordinance No. 4627	City legislation	2011			1) 1	1,2	5 20		5 12,0	1)	3,2	5 2	,0	3 4,	8;	2) 1	,6	0 0	,0; 5	4,0		2,0 <b>60</b> ,
La Crosse, WI	WI Green Streets Ordinance, Sec. 40-14	City legislation	2016				6,0	5 20		5, 12,0	4:	12,8		,0	5 8,	0;	0) 0	0,0		,0; 0	0,0		2,0 <b>72,</b>
Madison, WI	;WI :Resolution No. 09-997	City resolution	2009			1)1	1,2 3,6	4: 16		3 7,2 0 0,0	0:	0,0		),0;	0,	0	0) 0	),0:	0 0	,0; 0	0,0		0,0 24,
Manitowoc, WI	;WI :Resolution NO. 084	City resolution	2012		i	3	3,6		),0	0,0	0:	0,0		,0	0,	0	0 0	),0;	0 0	0,0	0,0		0,0 <b>5,</b>
New Richmond, WI	WI Resolution #021701	City resolution	2017	8.375			6,0	5 20	0,0	5: 12,0	1)	3,2:	5 2	,0 .0	5 8,	0:		,0	5 8	i,0; 5	4,0	1) 4	4,0; <b>71,</b> 2,0; <b>71,</b>
Onalaska, WI	WI Resolution No. 25-2012	City resolution	2012				1,2	4 16		5 12,0	4	12,8;			2 3,	2	-daaaaaaaa	,0			0,0		
West Salem, WI	;WI :Resolution No. 2.11	City resolution	2011	4.799		5 6	6,0	5 20	),0	5 12,0	2	6,4	5 2	,0;	0,	0	5 4	,0:	0 0	,0; 0	0,0	1 4	4,0 <b>54,</b>
Belmont, WV	;WV Resolution Providing for Complete Streets	City resolution	2011			1) 1	1,2	3 12		0,0	0	0,0	0 0	),0;	5) 8,	0	0 0	),0;	0 0	,0; 0	0,0		0,0 <b>21,</b>
Cairo, WV	WV Ordinance	City legislation	2011				1,2		3,0	5 12,0	4	12,8		,0	5 8,			0,0	0 0	,0: 0	0,0	2 8	B,0 <b>50,</b> B,0 <b>50,</b>
Elizabeth, WV	WV Ordinance	City legislation	2011	823	3	1; 1	1,2	2 8	3,0	5; 12,0	4	12,8	0 0	,0	5 8,	0	0) 0	),0	0 0	,0; 0	0,0	2 8	B,0; <b>50,</b>
Ellenboro, WV	:WV :Ordinance	City legislation	2011	363	3	1	1,2	2 8	3,0	5 12,0	4.	12,8	0 0	.0.	5 8,	0	0 0	0,0	0 0	0 0,0	0.0	2 8	B.O. 50,
Grantsville, WV	;WV ;Resolution Providing for Complete Streets	City resolution	2011	561	ļ	1	1,2	2 8	3,0	5 12,0	1;	3,2	0 0	,0;	5 8,	0	0 0	,0;	0 0	,0 0	0,0	2 8	B,0 <b>40</b> ,
Morgantown, WV	WV Resolution	City resolution	2007			1	1.2		3.0	5 12,0	0	0,0		0.0	0.	0:		).0	5 8	1,0; 0	0,0		0.0
Mount Hope, WV	WV Complete Streets Guiding Principles	City resolution	2017				3.6	4 16		2 4.8	1	3.2		.0	2 3.			.4		1.0: 0	0.0		2.0: 55.



# **Appendix B: Complete Streets Policy Framework**

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

# The Elements of a Complete Streets Policy

Effective 2018













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www.smartgrowthamerica.org/completestreets

# Elements of a Complete Streets Policy | Effective 2018

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

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

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

## An ideal Complete Streets policy includes the following:

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

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# 1. Vision and intent

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

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

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

# 2. Diverse users

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

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

# 3. Commitment in all projects and phases

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

#### 10 points available:

#### For municipality/county policies

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

#### For state/MPO policies

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

#### For all policies

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

# 4. Clear, accountable exceptions

Effective policy implementation requires a process for exceptions to providing for all modes in each project. The exception process must also be transparent by providing public notice with opportunity for comment and clear, supportive documentation justifying the exception. The Coalition believes the following exceptions are appropriate with limited potential to weaken the policy. They follow the Federal Highway Administration's guidance on accommodating bicycle and pedestrian travel and identified best practices frequently used in existing Complete Streets policies.¹

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

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

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

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

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

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

# 5. Jurisdiction

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

#### 8 points available:

#### For municipality/county policies

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

#### For state/MPO policies

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

#### For all policies

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

# 6. Design

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

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

# 7. Land use and context sensitivity

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

## 10 points available:

#### For municipality/county policies

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

#### For state/MPO policies

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

## For all policies

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

# 8. Performance measures

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

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

# 9. Project selection criteria

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

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

# 10. Implementation steps

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

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

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

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

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

# Additional elements

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

# Point values

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

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