

MPO	PLAN(S)	POLICY	SUMMARY	UNIQUE FEATURES	DESIGN STANDARDS
MRCOG (Albuquerque, NM)	MTP 2035 (2011); CS Resolution (2011)	MTP Section; Resolution; FAABS	CS principles are supported in MTP, but no design guidelines or performance measures are included. Resolution passed in 2011 enabling CS to be incorporated into FAABS update.	Roadway, bicycle and pedestrian recommendations integrated into FAABS.	None
Mesilla Valley MPO (Las Cruces, NM)	MTP 2040; CS Resolution (2008)	MTP Section; Resolution	Resolution charges MPO to pursue CS policy in MTP and other plans. No design guidelines specified.		Basic roadway design standards included in MTP, but not specific CS guidelines
Santa Fe MPO	MTP 2035; Bicycle Master Plan (2012); Complete Streets Resolution (2007)	MTP Section; Resolution	Resolution and MTP charges MPO to pursue CS policy. No design guidelines specified, but some recommendations presented in Bicycle Master Plan.	Integration with Bicycle Master Plan. Overall bicycle emphasis	Basic roadway design standards included in MTP, but not specific CS guidelines
Farmington MPO	In Process	N/A	MPO is developing CS guidelines.		None
METRO (Portland, OR)	MTP 2035; Creating Livable Streets (1997)	MTP	METRO produced a "Creating Livable Streets" document in 1997 outlining ways to design streets for all users. Although, CS mentioned in current MTP, most CS policy seems to have been derived from statewide 1971 pedestrian and bike law that required integration of all modes on all street projects in the state. Current MTP places strong emphasis on improving pedestrian and bicycle facilities. METRO also provides shorter supplemental guides on street design elements, such as street trees, safe crossing, etc.	One of the first MPOs to create a "great streets" guide. Oregon developed a statewide bike and ped requirements in 1971 that has guided street design.	Yes, based on roadway typologies and design elements
Nashville Area MPO	2035 RTP	MTP Section	MPO has CS language in MTP encouraging the adoption of CS elements by member governments. Some basic design principles are included in MPO, but specific goals and performance measures are not explicit.	Website has links to CS resources.	Some general guidelines on pedestrian, traveled way, and "context" zones are provided in MTP. Based on ITE's CSS
SACOG (Sacramento, CA)	MTP 2035	MTP Section; Online Toolkit	MPO has been working on technical assistance program around complete streets including creating a Complete Streets Library, locating funding opportunities for CS projects, and using GIS to create an Accessibility Index. CS language and accessibility are key goals of MTP.	Complete Streets technical assistance program. Focus on accessibility for all users.	Unclear.

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Pima Association of Governments (Tucson, AZ)	MTP 2040 (2010); Regional Pedestrian Plan (2000); Regional Plan for Bicycling, (2009)	MTP Sections; Pedestrian and Bicycle Plans	CS language is not used in current MTP, but plan clearly addresses needs of pedestrians and bicyclists. Emphasis is placed on continuing Tucson's success in creating an extensive pedestrian/bike network. In addition, a Regional Pedestrian Plan and a Regional Bicycling Plan address the needs of these users more directly. Both documents included design specifications, project lists, and inventories of the current ped/bike network.	Integration with pedestrian and Bicycle plans, which include policy recommendations and project lists. Plans pre-date CS movement, but include many complete street elements.	Design standards included in Pedestrian and Bicycling plans. Bike specifications adopted from AASHTO guides.
DRCOG (Denver, CO)	Metro Vision MTP 2035 (2011); Pedestrian and Bicycle Element of the 2035 MVRTP (2006)	MTP Sections; Pedestrian and Bicycle Plan	While CS is not an explicit part of current MTP, the "Pedestrian and Bicycle Element of the 2035 MVRTP" plan provides guidance "for providing quality facilities and encouraging pedestrian and bicycle travel." Provisions are made in both plans for roadway design that considers all users. Specific design policies are included that are aligned with CS principles.	Pedestrian and Bicycle Plan has detailed policy recommendations, analysis of factors affecting bicycle travel, and integration with land use policy.	Design specifications for pedestrians and bicyclists include: <ul style="list-style-type: none"> • Continuous sidewalks • Appropriate intersection treatments • Multipurpose trails • On-street bicycle lanes • Paved shoulders and wide curb lanes • Key connections such as cul-de-sac cut-through • Improved bicycle actuation and appropriate pedestrian timing/indications • Overpasses and underpasses
El Paso MPO (El Paso, TX)	Horizon 2040 MTP (2010); Regional Bikeways Plan Study (1997)	MTP; Bicycle Plan	CS policies not part of current MTP and few provisions made for pedestrians, bicyclists or other users. In addition, an older Bicycle Plan was produced in 1997, but its effectiveness is unclear.		None
Capital Area MPO (Austin, TX)	CAMPO 2035 Regional Transportation Plan (2010); Active Transportation Monitoring Plan (2011)	MTP Sections	CS is not an explicit part of current MTP, but plan focuses on pedestrian and bicycle improvements that accommodate all users. MTP includes pedestrian and bikeway priority areas along with an Active Transportation Monitor plan with performance measures. Plan does not included design standards.	Active Transportation Monitoring program	None

MPO	PLAN(S)	POLICY	SUMMARY	UNIQUE FEATURES	DESIGN STANDARDS
Polk Transportation Planning Organization (Polk County, FL)	Polk County Complete Streets Handbook (2012); Resolution CS Resolution (2012)	Guidebook;	CS efforts include easy to understand resolution, model policy, and design handbook. Design handbook does not include specific design recommendations for different roadway typologies. Instead, recommendations are organized by interventions in the "traveled way" and "street side."	Guidebook and model policy simple, and easy to understand. Clear examples in guidebook, with great graphics. Investment set aside for CS in policy.	Design Handbook provides examples for designing the public way, but does not provide specifications for different roadway typologies. Examples and concepts clearly explained for several streetscape design elements.
Broward MPO (Broward County/ Ft. Lauderdale, FL)	Complete Streets Guidelines (2012); Complete Streets Model Policy (2013)	Guidebook; Model Policy	MPO has developed extensive guidebook based on LA County Model Streets Document which includes design guidelines, a model CS policy for local governments, and the identification of priority corridors and projects. Public outreach and promotion also seem to be strong, which may have generated support for CS.	Emphasis on public participation throughout process. Visual design guidelines and examples. Model CS policy document for local governments.	Yes, design specification guidebook with graphic examples and recommendations.
Santa Cruz County RTC (Santa Cruz, CA)	Monterey Bay Area Complete Streets Guidebook (2013)	Guidebook	Easy to read guidebook lays out complete street principles using street typology approach, coupled with a clear implementation process, checklists, and performance measures.	Clear performance measures. Includes clear list of roadway typologies tied to user needs. Six step project selection process that is tied to a list of common CS project elements. Checklists for project evaluation.	Yes, but not prescribed. Provides road typology examples based on land use type, users, and speed. Instructions on how to design intersections, crosswalks, ADA compliant streets, signals, etc. List of common CS project elements.
Metropolitan Transportation Commission (San Francisco, CA)	MTC Resolution 3765; Drafting Policy	Checklist; Policy	MTC has developed a checklist for all projects requesting MPO controlled funding. The Checklist requires member govts to show how they have accommodated bicyclists and pedestrians in transportation projects.	Simple Checklist is used to evaluate projects.	Unclear.
RTC of Southern Nevada (Las Vegas, NV)	Complete Streets for Livable Communities: A Design Manual (2013); Regional Complete Streets Study (2012); CS Policy (2012)	Guidebook; Study; Policy	MPO's CS initiatives include an original study justifying the need for CS, an adopted policy, and a design guidebook based on LA County's Model Streets Guide. Guidebook provides clear design recommendations, and uses local examples throughout. Similar to efforts at Broward MPO.	CS integrated into policy, MTP and guidebook. Original study on CS provided evidence and recommendations for later adoption of CS policy	Yes, design specification guidebook with graphic examples and recommendations.

MPO	PLAN(S)	POLICY	SUMMARY	UNIQUE FEATURES	DESIGN STANDARDS
Mid Ohio Regional Planning Council (Columbus, OH)	MORPC Complete Streets Policy (2010); Complete Streets Toolkit (2012)	Policy; Checklist; and Toolkit	One of the clearer policies and guidebooks. Guidebook includes examples of street cross-sections and CS design elements. Most design recommendations are non prescriptive, but outline options local governments can take if they choose to implement CS.	Potent combination of clear policy, checklist, and toolkit.	Yes. By street classification and user needs. Has examples of different cross sections with basic specifications, as well as recommendations for intersections. Emphasis placed on accessibility for all users (ie, inclusive design).
Miami Valley Regional Planning Commission (Miami, OH)	Regional Complete Streets Policy (2011)	Policy	Short policy document that encourages CS principles but does not contain design guidelines.	Ranked by NCSC as best metro area CS policy. Includes incentives for projects requesting federal funds.	Not prescribed or detailed but provides links to design resources and best practices. CSS encouraged throughout.
East-West Gateway Council of Governments (St. Louis, MO)	St. Louis Great Streets Initiative (2006)	Online Guide	MPO has developed online guidebook explaining "Great Street" (CS) principles. Guide has been used in some local corridor plans. However, website doesn't seem to have been updated in a few years.	Online Guide. Demonstration Projects	Yes, through online guide that is based on different street typologies.
Metropolitan Washington Council of Governments (Washington, DC)	Complete Streets Policy for the National Capital Region (2012); Bicycle and Pedestrian Plan for the National Capital Region (2010)	Policy	MPO has adopted CS policy without design specifications. Includes model policy for member govts to implement. Although CS is not a large part of MTP, the "2010 Bicycle and Pedestrian Plan for the National Capital Region" includes design specifications, best practices and projects for pedestrian and bicycle improvements.		Not Stated
Bloomington/Monroe County MPO (Bloomington, ID)	Complete Streets Policy (2009)	Policy	Short policy document that encourages CS principles but does not contain design guidelines.	Ranked by NCSC as best metro area CS policy. Includes incentives for projects requesting federal funds.	No
Maricopa Association of Governments (Phoenix, AZ)	Complete Street Guide (2011)	Guidelines	Elegant guidebook outlines ways to create CS using a 6 step planning process. Non regulatory design guides provide examples of model streets, as well as specific pedestrian design elements. Does not include performance measures and is not tied to RTP.	Clear 6 step planning process derived from process developed in Charlotte, NC. Clear example outcomes for different roadway contexts.	Guide provides sample outcomes for different street typologies using cross sections. Also includes guidelines for intersections and pedestrian infrastructure. Includes 9 techniques to build CS.

CS = Complete Streets, MPO = Metropolitan Planning Organization, ITE = Institute of Transportation Engineers, CSS = Context Sensitive Solutions

Mid-Region Council of Governments MPO Comparison of Complete Streets Policy Efforts (CS = Complete Streets)

LOCATION	MPO	PLANS (Y & YEARS)	DOCUMENT LINK(S)	DOCUMENT TYPE(S)	CS LANGUAGE IN MTP?	UNIQUE FEATURES	VISION STATEMENT	GOALS & OBJECTIVES	COMPLETE STREETS ELEMENTS	APPLICABILITY	IMPLEMENTATION	EXCEPTIONS	DESIGN STANDARDS	PERFORMANCE MEASURES	PROJECT REVIEW PROCESS	REVIEW CHECKLIST	POLICY DEVELOPMENT PROCESS	MARKETING & PROMOTION	INTER-GOVERNMENTAL COLLABORATION	SUCCESSFUL OUTCOMES	
Albuquerque, NM	MIRCO (Albuquerque, NM)	MTP 2035 (2011), CS Resolution (2011)	http://www.mirco.org/mirco/development/2011_mirco_resolution_2011_approved_csis_full_dir_directions_april_2011.pdf	MTP Section: Resolution	Yes	CS principles are supported in MTP, but no design guidelines or performance measures are included. Resolution passed in 2011 enabling CS to be incorporated into FANBS update.	Unclear	Generic CS objectives	CS principles are supported in MTP, but no design guidelines or performance measures are included. Resolution passed in 2011 enabling CS to be incorporated into FANBS update.	Unclear	Current City Implementation Framework. Future updates for FANBS will incorporate CS projects.	Unclear	None	None	Unclear	No	Unclear	MTP, basic website content, scenario planning workshops	Local governments working on CS policy documents.		
Las Cruces, NM	Mesa Valley MPO	MTP 2040, CS Resolution (Las Cruces, NM) (2008)	http://www.lascruces.org/development/mppolo/OT204002complete_f_mh2006-25-10.pdf	MTP Section: Resolution	Yes	Resolution charges MPO to pursue CS policy in MTP and other plans. No design guidelines specified.	Unclear	Generic CS objectives	Resolution charges MPO to pursue CS policy in MTP and other plans. No design guidelines specified.	Unclear	Through single projects or through incremental maintenance activities. Day-to-day maintenance integration with MTP and member organizations development guidelines.	Unclear	Basic roadway design standards included in MTP, but not specific CS guidelines	None	Unclear	No	Unclear	MTP, basic website content	All member jurisdictions and MPO have adopted resolutions supporting CS.		
Santa Fe, NM	Santa Fe MPO	MTP 2035, Bicycle Master Plan (2012), Complete Streets Resolution (2007)	http://santafempo.org/w/completestreets-resolution.pdf	MTP Section: Resolution	Yes	Resolution and MTP charge MPO to pursue CS policy. No design guidelines specified, but some recommendations presented in Bicycle Master Plan.	Unclear	Generic CS objectives with emphasis on improved bicycling infrastructure	Resolution and MTP charge MPO to pursue CS policy. No design guidelines specified, but some recommendations presented in Bicycle Master Plan.	Unclear	Integration with other plans and the development of highly bicycle design guidelines. Collaboration between MPO and member governments to adopt legally binding complete streets principles.	Unclear	Basic roadway design standards included in MTP, but not specific CS guidelines	Multi-Modal LOS limited at, but unclear how new LOS is evaluated.	Unclear	No	Unclear	MTP, basic website content	Member governments have based CS resolutions.		
Farmington, NM	Farmington MPO	In Process	N/A	N/A	No	MPO is developing CS guidelines.															
Portland, OR	METRO (Portland, OR)	MTP 2035, Creating Livable Streets (1997)	http://www.oregonmetropolitan.gov/transportation/transportation_plan	MTP Section: Resolution	Yes	METRO produced a "Creating Livable Streets" document in 1997 outlining ways to design streets for all users. Although CS mentioned in current MTP, most CS policy seems to have been derived from statewide 1971 pedestrian and bike law that required integration of all modes on all street projects in the state. Current MTP places strong emphasis on improving pedestrian and bicycle facilities. METRO also provides shorter supplemental guides on street design elements, such as street trees, safe crossing, etc.	Unclear	"Routin" accommodation of all users for all transportation projects.	One of the first MPOs to create a "great street" guide. Oregon developed a statewide bike and pedestrian law in 1971 that has guided street design.	Unclear	Not clear, but member cities all projects consider all users.	Yes, based on roadway typologies and bicycle design elements						Website	Website	Extensive bike network with high percentage of mode share in POB. Multi-modal transportation system goals integrated throughout METRO and member governments. Efficient, ever-expanding transit system.	
Nashville, TN	Nashville Area MPO	2035 RTP	http://www.nashville.org/transportation/2035rtp/Doc2035_Plan_Complex.pdf	MTP Section: Resolution	Yes	MPO has CS language in MTP encouraging the adoption of CS elements by member governments. Some basic design principles are included in MPO, but specific goals and performance measures are not explicit.	Unclear	Generic, non-specific CS principles outlined.		Unclear	Through local government adoption of CS principles. Through Bicycle and Pedestrian Element of the Tennessee Long Range Transportation Plan.	Not Stated.	Some general guidelines on pedestrian, traveled way, and "context" reforms are provided in MTP. Based on TETS CCS	Not Stated	Unclear	No	Unclear	Has hosted 5 CS symposiums since 2008. Has website with CS resources.			
Broward County/ Ft. Lauderdale, FL	Broward MPO	Complete Streets Guidelines (2012), Complete Streets Model Policy (2011)	http://d8.abqbox.com/uf/guidbook/2919439200rower720C%20Model%20Policy%20-%202009m14%20.pdf	Model Policy	Yes	MPO has developed extensive guideline based on LA County Model Streets Document which includes design guidelines, a model CS policy for local governments, and the identification of priority corridors and projects. Public outreach and promotion also seem to be strong, which may have generated support for CS.	Unclear	Website has links to CS resources.	"To create a safe and efficient transportation network that promotes the health and mobility of all residents and visitors by providing high quality multi-modal pedestrian, bicycle, transit and automobile access throughout Broward."	• Provide transportation options for people of all ages, physical abilities, and income levels • Serve the land uses that are adjacent to the street, mobility is a means, not an end • Encourage people to travel by walking, bicycling, and transit, and to drive less • Enhance the safety and security of streets, from both a traffic and personal perspective • Provide recreational opportunities for physical activity • Create healthy neighborhoods that connect communities, not divide them • Reduce streamwater runoff into watersheds • Reduce greenhouse gas emissions and other air pollution • Reduce energy consumption • Promote the economic well-being of both businesses and residents • Increase civic space and encourage human interaction	Unclear	• Complete streets policies will affect all street construction, reconstruction, repaving, rehabilitation, and operations projects, except very specific conditions as established by individual jurisdictions. • Streets governments will concept into the next circulation element of their general plans. • Local governments will implement complete streets designs on every street, or initiate the process by preparing and adopting bicycle plans, pedestrian plans, green streets plans, Safe Routes to School plans, and an Americans with Disabilities Act transition plan. • In order to encourage the adoption of the Broward Complete Streets Guidelines, the Broward MPO will consider developing a policy giving priority to projects that follow complete streets principles.	Exceptions only for "very specific conditions as established by individual policies and the Broward Complete Streets Guidelines." • Streets governments will concept into the next circulation element of their general plans. • Local governments will implement complete streets designs on every street, or initiate the process by preparing and adopting bicycle plans, pedestrian plans, green streets plans, Safe Routes to School plans, and an Americans with Disabilities Act transition plan. • In order to encourage the adoption of the Broward Complete Streets Guidelines, the Broward MPO will consider developing a policy giving priority to projects that follow complete streets principles.	Yes, design specification guideline with graphic examples and recommendations. • Street fatalities and injuries decrease for all age groups. • The number and percentage of trips by walking, bicycling, and transit increases. • Motor vehicle travel is reduced. • Streetwater runoff is reduced. • Water quality in rivers, canals, and the ocean improves. • Retail sales and tourism increase. • Resident satisfaction increases.	Unclear, but by member gov.	Yes.	MPO awarded CDC TUDUC grant to develop CS policy. MPO will CS policy formation by creating a Technical Advisory Committee to develop CS guidelines and policy. Three public workshops were held to gather feedback. Two demonstration projects were also used to illustrate CS principles. A model policy document (Based on LA County Model Streets) was developed for local governments to implement and follow.	Extensive Website, "Get Involved" initiatives, public outreach, model policy framework. MPO offers technical assistance on CS, walking audits	Model Policy document developed for local governments to follow.	Demonstration projects.	
Polk County, FL	Polk Transportation Planning Organization (Polk County, FL)	Polk County Complete Streets Handbook (2012), CS Resolution (2012)	http://jplbpo.com/med/complete-streets-handbook.pdf	Guidbook	Yes	CS efforts include easy to understand resolution, model policy, and design handbook. Design handbook does not include specific design recommendations for different roadway typologies. Instead, recommendations are organized by interventions in the "swiftest way" and "safest side."	Unclear	The local governments in Polk County share a vision of 2. Refer to the Polk TPO Complete Street project. 3. Cooperate with the Polk TPO to maintain a comprehensive inventory of pedestrian and bicycle facilities in order to identify and eliminate network gaps. 4. Design, operate and maintain streets using guidelines that promote safe and convenient access and travel for all users, including pedestrians, bicyclists, transit riders, disabled users, and car and truck motorists. 5. Design streets, where practical, to include facilities and amenities that are recognized as contributing to complete streets. 6. Connect streets to existing facilities to create a comprehensive, integrated network of streets, transit and pedestrian facilities. 7. Implement policies and procedures in the construction, reconstruction or other changes of transportation facilities on arterial and collector streets to provide access improvements in accordance with the Americans with Disabilities Act and support the creation of complete streets. 8. Consider any complex street management within the local context in order to complement the needs, characteristics, and circumstances of the area. 9. Define and select priority design elements, such as on-street parking, medians, bike lanes, number and width of travel lanes, sidewalks, and pedestrian elements based upon the surrounding land use and development context. 10. Consider complete street improvements as part of stand-alone projects or other larger projects, e.g., maintenance activities, to help build a complete street network over time.	1. Identify potential complete street corridors for their community. 2. Refer to the Polk TPO Complete Street project. 3. Cooperate with the Polk TPO to maintain a comprehensive inventory of pedestrian and bicycle facilities in order to identify and eliminate network gaps. 4. Design, operate and maintain streets using guidelines that promote safe and convenient access and travel for all users, including pedestrians, bicyclists, transit riders, disabled users, and car and truck motorists. 5. Design streets, where practical, to include facilities and amenities that are recognized as contributing to complete streets. 6. Connect streets to existing facilities to create a comprehensive, integrated network of streets, transit and pedestrian facilities. 7. Implement policies and procedures in the construction, reconstruction or other changes of transportation facilities on arterial and collector streets to provide access improvements in accordance with the Americans with Disabilities Act and support the creation of complete streets. 8. Consider any complex street management within the local context in order to complement the needs, characteristics, and circumstances of the area. 9. Define and select priority design elements, such as on-street parking, medians, bike lanes, number and width of travel lanes, sidewalks, and pedestrian elements based upon the surrounding land use and development context. 10. Consider complete street improvements as part of stand-alone projects or other larger projects, e.g., maintenance activities, to help build a complete street network over time.	Capacity road projects, resurfacing projects.	Through resolution, model policy adoption, and incremental projects. \$4 million in investment funds also set aside for CS projects. CS corridor studies also performed.	Unclear	Design Handbook provides examples for designing the public way, but does not provide specifications for different roadway typologies. Examples and concepts clearly explained for several streetscape design elements.	Yes. Fun of transportation management program. Specific goals to evaluate: extent of bicycle and pedestrian facilities, accident rates, access to transit, and connectivity.	MPO reviews projects for integration of CS elements.	Yes. Checklist for street design elements, but is not formalized.	Unclear	Website, Guidbook, model policy, examples	Model policy provided to member gov.	Several corridor studies	
Santa Cruz, CA	Santa Cruz County CTC (Santa Cruz, CA)	Monterey Bay Area Complete Streets Handbook (2013)	http://www.santacruzco.org/files/2013_08_14_gov_files/2013_08_14_gov_files/monterey-bay-area-complete-streets-handbook.pdf	Guidbook	Yes	Easy to read guideline lays out complete street principles using street typology approach, coupled with a clear implementation process. Checklist, and performance measures. Checklists for project evaluation.	Unclear, but provides example vision statement	Local governments can adopt	• Provide tools for transitioning streets to complete streets • Improve safety, especially for the most vulnerable users • Facilitate understanding the streets on communities of implementing complete streets policies • Identify types of improvements needed to accommodate growth and address congestion in areas of compact development • Better integrate land use and transportation to reduce vehicle miles traveled • Establish a collaborative process for integrating planning and designing streets • Serve as a resource for implementing the California Complete Streets Act (AB 1358)	Intended for all roads, but up to member governments.	Using six step process. Guidbook includes using zoning ordinances to incorporate CS principles, using local area plans, and security funding. Emphasis is also placed on education and outreach to implement CS.	Common exceptions including cost, feasibility, legal prescription, etc.	Yes, but not prescribed. Provides road typology examples based on land use type, users, and speed restrictions on how to design intersections, crosswalks, ADA compliant streets, signals, etc. List of Common CS project elements.	Yes. Built around safety, health, access, economic benefit, and equity	Promotes six step process: Define land use context; define transportation context; identify deficiencies; select future objects; define street type and cross section; describe travel and select cross section.	Yes. Includes needs assessment matrix and project ranking. Development with other planning organizations. CS workshops to assist member gov with CS implementation.	Website	Guidbook created in collaboration with other area MPOs.			
San Francisco, CA	Metropolitan Transportation Commission (San Francisco, CA)	MTC Resolution 57K, Drafting Policy	http://www.mtc.ca.gov/files/57k_resolution.pdf	Checklist, Policy	No	MTC has developed a Checklist for Simple Checklist is used to all projects requesting MPO controlled funding. The Checklist requires member gov to show how they have accommodated bicyclists and pedestrians in transportation projects.	Unclear	Unclear	All projects requesting MPO funding	Unclear	MTC requires Bay Area cities and counties to adopt complete streets resolutions in order to be eligible for One Bay Area Grant (OBAG) funding.	Unclear	Not Stated	Unclear	Through Checklist review. The Checklist is reviewed by county-wide Bicycle/Pedestrian Advisory Committee	Yes	Unknown, initial leadership by MPO	Website materials are unclear			

Mid-Region Council of Governments MPO Comparison of Complete Streets Policy Efforts (CS = Complete Streets)

LOCATION	MPO	PLANS (& YEARS)	DOCUMENT LINK(S)	DOCUMENT LANGUAGE IN MTP?	SUMMARY	UNIQUE FEATURES	VISION STATEMENT	GOALS & OBJECTIVES	COMPLETE STREETS ELEMENTS	APPLICABILITY	IMPLEMENTATION	EXCEPTIONS	DESIGN STANDARDS	PERFORMANCE MEASURES	PROJECT REVIEW PROCESS	REVIEW CHECKLIST?	POLICY DEVELOPMENT PROCESS	MARKETING & PROMOTION	INTER-GOVERNMENTAL COLLABORATION	SUCCESSFUL OUTCOMES
Sacramento, CA	SACOG (Sacramento, CA)	MTP 2035	http://www.sacog.org/mtp/2035/ReadBook.aspx	Yes	MPO has been working on technical assistance program around complete streets including accessibility for all users. Creating a Complete Streets Library, locating funding opportunities for CS projects, and using GIS to create an Accessibility Index. CS language and accessibility are key goals of MTP.	Complete Streets technical assistance program. Focus on around complete streets including accessibility for all users.	Unclear	"Increase investment in funding for bicycle and pedestrian facilities, and introduce the concept of "complete streets" designed for many types of users and modes together instead of favoring auto use only"	Unclear	Unclear	Unclear	Unclear	None	Unclear	Unclear	No	Several studies were conducted on CS in the region and member govts have implemented CS policies. This was an impetus for MPO to adopt CS.	Online toolbar seems cluttered and hard to navigate.	Yes, with City of Sacramento, Sacramento County and local non-profits.	
Las Vegas, NV	RTC of Southern Nevada (Las Vegas, NV)	Complete Streets for Livable Communities: A Design Manual (2012), Regional Complete Streets Study (2012), CS Policy (2012)	http://www.rtcnv.com/CompleteStreets/2012/RTC%20Complete%20Streets%20Design%20Manual.pdf	Yes	MPO's CS initiatives include an original study justifying the need for CS, an adopted policy, and a design guidebook based on LA County's Model Streets Guide. Guidebook provides clear design recommendations, and uses local examples throughout. Similar to efforts at Broward MPO.	CS integrated into policy, MTP and guidebook. Original study on CS provided evidence and recommendations for later adoption of CS policy.	Promoting Complete Streets projects can offer Southern Nevada the ability to reduce traffic congestion, improve or quality, and increase the quality of life of residents by providing safe, convenient, and comfortable routes for walking, bicycling, and public transportation. Integration of Complete Streets into the RTC's existing policies allows the potential to prevent chronic diseases, reduce motor vehicle related injury and deaths, improve environmental health, stimulate economic development, and ensure access of transportation options for all people in Southern Nevada.	Southern Nevada's transportation network will be supported through a variety of feasible transportation choices, which allows for sustainable growth. The livability of neighborhoods and commercial centers located along the region's transportation corridors will be enhanced by a safe and inviting pedestrian environment. The design of multimodal roadway facilities such as transit vehicles, the tracks, and freight delivery trucks. Inclusion of Complete Streets design elements will allow for design flexibility on different street functions and neighborhood contexts. Inclusion of Complete Streets design elements will improve the integration of land use and transportation, while encouraging economic revitalization through infrastructure improvements. To create an integrated and connected transportation network that supports transportation choices and sustainable growth. To ensure that all transportation modes are accommodated to the extent possible in all public roadway facilities in the region. To develop and use the latest design standards and guidelines in the design of Complete Streets. To provide flexibility in the implementation of this policy so that streets chosen for implementation of Complete Streets elements can be developed to fit within the context of their principal purpose and surroundings without compromising the safety of users and needs of larger vehicles.	RTC promotes the incorporation of Complete Streets concepts and conflict with existing laws, codes, or ordinances, or public streets (except freeways) through the region. 2. RTC will seek every opportunity by review guidance and funding for the planning, design and implementation of Complete Streets. 3. RTC will provide policy and technical support to local entities in the incorporation of Complete Streets elements into their development codes and comprehensive plans. 4. RTC will provide technical support to local entities in the development of a process for evaluating, ranking, and prioritizing Complete Streets projects in the allocation of government funds. 5. RTC will encourage local entities both roads intended for public use. Complete streets may be achieved through single projects or incrementally through a series of small improvements or maintenance activities over time. Draw on all sources of transportation funding to implement complete streets. 6. RTC will consider modifications to the Master Plan of Streets and Highways or the Roadway Functional Classification that may be appropriate for use in all jurisdictions. Local policy must be adhered to and engineering judgment applied, for example, the use of speed bumps/humps and uses other methods and measures to calm traffic."	Street fatalities and injuries decrease for all age groups. • Increased use of walking, cycling, and transit increases. • Vehicle travel is reduced. • Traveling speeds of vehicles on local streets decrease. • Retail sales and business increases. • Resident satisfaction increases.	Yes	A CS study was commissioned by MPO to recommend policy. Policy was adopted by MPO, and design guidelines developed based on LA County's Model Streets document. Three workshops were facilitated by contractor to introduce community members to CS and customize the manual.								
Columbus, OH	Mid Ohio Regional Planning Council (Columbus, OH)	MORPC Complete Streets Toolkit (2010), Complete Streets Toolkit (2012)	http://www.morpc.org/Policy/Checklist	Yes	One of the clearer policies and guidebooks. Guidebook includes examples of street cross sections and CS design elements. Most design recommendations are prescriptive, but outline options local governments can take if they choose to implement CS.	Potent combination of clear policy, checklist, and toolkit.	To create an equitable, balanced, and effective transportation system where every roadway can be used safely and comfortably for all users of the transportation system, where sustainable transportation options are available to everyone.	1. To create a comprehensive, integrated, and connected transportation network that supports compact, sustainable development and provides livable communities. 2. To ensure safety, ease of use, and ease of transfer between modes for all users of the transportation system. 3. To provide flexibility for different types of streets, areas, and users.	This Complete Streets Policy applies to all projects, including the new construction, reconstruction, rehabilitation, repair, maintenance, or planning of roadways, trails and other transportation facilities that will use federal funds allocated through MORPC.	Upon approval and adoption of this Complete Streets Policy, it will become one of MORPC's planning process and project selection for MORPC-eligible funding. The principles of this policy will also guide MORPC staff in the preparation of the Regional Transportation Plan and other plans it prepares or to which it contributes.	"The design elements and engineering best practices described in this chapter may not be appropriate for use in all jurisdictions. Local policy must be adhered to and engineering judgment applied, for example, the use of speed bumps/humps and uses other methods and measures to calm traffic."	Yes. By street classification and user needs. See examples of different cross sections, as well as basic specifications, and recommendations for interactions. Emphasis placed to the Complete Streets Policy, including the development of exemption guidelines, and subsequently be considered for adoption by the Policy Committee of MORPC utilizing its then current public and member involvement procedures.	MORPC staff, at a minimum, evaluate Review process by MPO staff to see if MPO funded projects conform to CS checklist. Appeals process for applicants.	Yes.	Whitely					
Miami, OH	Miami Valley Regional Planning Commission (Miami, OH)	Regional Complete Streets Policy (2011)	http://www.mvrc.org/Policy/Files/Files/revprocspolpolicyfinal.pdf	Yes	Short policy document that encourages CS principles but does not contain design guidelines.	Ranked by NCS as best metro area CS policy. Includes incentives for projects requesting federal funds.	All current and proposed users must be able to safely and conveniently reach their destinations along and across a street or road, regardless of their chosen mode of transportation.	Provide for better connected, safer, and more accessible roadways for all users in the public right-of-way using complete streets design principles.	All roads, except those that are eligible for an exception. Applies to all projects that request STP/CMAQ federal funds.	Applies to all projects that request STP/CMAQ federal funds. Project ADP lower than 1,000, lower density areas, physical design constraints.	Based on road hierarchy, costs, resources and best practices. CS encouraged throughout.	Not prescribed or detailed but provides links to design resources and best practices.	• Increase in the percentage of STP and CMAQ project applications which include complete streets elements. • Increase in number of on-street bicycle accommodations. • Increase in accessible, covered bus shelters subject to the regional transit system. • Increase in member jurisdictions which adopt Complete Streets policies. • Increased number of jurisdictions in the Region achieving or pursuing Bike Friendly Community status from the League of American Bicyclists. The success of this policy will be measured in the following qualitative ways: • Surveys of bicyclists, pedestrians, motorists, people with disabilities and transit users concerning their ability to reach desired destinations safely and conveniently. • Surveys of project sponsors concerning the value and fairness of this policy.	MPO staff determines if projects comply with CS objectives.	No	Committee formed to draft policy. Some public involvement. Policy reviewed with MTP updates.	Whitely, text-only policy document.			
St. Louis, MO	East-West Gateway St. Louis Council of Governments (St. Louis, MO)	East-West Gateway St. Louis Great Streets Initiative (2006)	http://www.greatstreets.org/index.php	Yes	MPO has developed online guidebook explaining "Great Street" (GS) principles. Guide has been used in some local corridor plans. However, website doesn't seem to have been updated in a while.	Online Guide, Demonstration														
Washington, DC	Metropolitan Council of Governments (Washington, DC)	Complete Streets Policy for the National Capital Region (2012), Bicycle and Pedestrian Plan for the National Capital Region (2010)	http://www.mmcog.org/Policy/Uploads/CommitteeDocs/mcogCSPolicy201206174102.pdf	No	MPO has adopted CS policy without design specifications. Includes model policy for member govts to implement. Although CS is not a single part of MTP, the "2010 Bicycle and Pedestrian Plan for the National Capital Region" includes design specifications, best practices and projects for pedestrian and bicycle improvements.	Unclear	The Transportation Planning Board wishes to encourage walking, bicycling, and the use of public transportation as safe, convenient, environmentally friendly, and economical modes of transportation that enhance economic development and promote physical activity, health and independence for all people	All transportation projects.	Through model ordinance with member organizations. Through TIP exemptions but approved by a senior manager of the responsible agency.	Clear, and project specific.	Not Stated		Within 120 days of the adoption of this policy, and every two years thereafter, Transportation Planning Board staff will conduct a survey of the TRP member jurisdictions and agencies regarding their adoption and implementation of Complete Streets policies.	Not Clear	No	Citizens Advisory Committee was involved in requesting TRP develop CS policy. Subcommittee drafted policy and held public workshops.	many but not all TRP member jurisdictions have Complete Streets policies, or are in the process of reviewing existing policies			

Mid-Region Council of Governments MPO Comparison of Complete Streets Policy Efforts (CS = Complete Streets)

LOCATION	MPO	PLANS (BY YEAR)	DOCUMENT LINKS	DOCUMENT TYPES	CS LANGUAGE IN MTP?	SUMMARY	UNIQUE FEATURES	VISION STATEMENT	GOALS & OBJECTIVES	COMPLETE STREETS ELEMENTS	APPLICABILITY	IMPLEMENTATION	EXCEPTIONS	DESIGN STANDARDS	PERFORMANCE MEASURES	PROJECT REVIEW PROCESS	REVIEW CHECKLIST?	POLICY DEVELOPMENT PROCESS	MARKETING & PROMOTION	INTER-GOVERNMENTAL COLLABORATION	SUCCESSFUL OUTCOMES
Bloomington, ID	Bloomington/Mor County Metropolitan Planning Organization (Bloomington, ID)	Complete Streets Policy (2009)	http://bloomingtonid.gov/policy/vhr/146442.pdf	Policy	No	Short policy document that encourages CS principles but does not contain design guidelines.	Ranked by NCS as best metro area CS policy. Includes incentives for projects requesting federal funds.	To empower and direct citizens, elected officials, government agencies, planners, engineers, and architects to use an interdisciplinary approach that incorporates the needs of all users into the design and construction of roadway projects funded through Bloomington and Monroe County Metropolitan Planning Organization	To ensure that the safety and convenience of all users of the complete streets system is accommodated, including pedestrians, bicyclists, users of mass transit, people with disabilities, the elderly, pregnant, expectant, emergency responders, and adjacent land users. 2) To incorporate the principles in this policy into all aspects of the transportation project development process, including project identification, scoping procedures and design approach, as well as design manuals and performance measures. 3) To create a comprehensive, integrated, and connected transportation network that supports compact, sustainable development. 4) To ensure the use of the latest and best engineering standards, guidelines, and codes. 5) To recognize the need for flexibility to accommodate different types of streets and to ensure that the Complete Streets design solutions fit within the context of the community.	New construction and reconstruction (including resurfacing activities that do not alter the cross-sectional geometry) designs of a roadway or local roadway that will use Federal funds through the BMCAMPO for any phase of project implementation including planning, design, right-of-way acquisition, construction, or reconstruction engineering. 2) Local roadway projects included in the TIP after the adoption of the Complete Streets Policy AND are not part of the Preliminary Field Check Phase or more than 30% complete with design at the time this policy is adopted. 3) Local roadway projects where the BMCAMPO has the programming authority to allocate Federal funding.	Through TIP and projects that apply Yes. • Ordinary maintenance • Users are prohibited • Extreme constraints • 24hr projections < 1000 ADT • No demonstrable need or equipment and resources already exists	No	The BMCAMPO shall, at a minimum, evaluate this policy prior to the adoption of the Long Range Transportation Plan. This evaluation shall include recommendation for amendments to the Complete Streets Policy and subsequently be considered by the Citizens Advisory Committee, Technical Advisory Committee and Policy Committee. Recommendation for amendments shall be distributed to the local public agencies prior to consideration by the BMCAMPO Committee.	Annual Call for Projects for No TIP Applicability and compliance • Committee review • Exemplars by resolution • Updates • Significant changes may warrant • exception/certification							
Phoenix, AZ	Maricopa Association of Governments (Phoenix, AZ)	Complete Street Guide (2011)	http://www.maricopa.gov/DocumentCenter/View/2011-01-25_MAG_Complete-Street-Guide-Document-2011.pdf	Guidelines	No	Elegant guidelines outline ways to create CS using a 6 step planning process. Non regulatory design guides provide examples of model streets, as well as specific design elements. Does not include performance measures and is not tied to MTP.	Clear 6 step planning process derived from process developed in Charlotte, NC. Clear example outcomes for different roadway contexts.	Unclear	CS that are: • Context sensitive • Integrated into ongoing street and transportation planning • Green and sustainable • Fundable • Implementable • Accommodate: • All appropriate modes of travel • Emergency service vehicles • Space for transit • Opportunities for people to interact • Travelers of all abilities. Create: • An expectation of inclusion • A safe travel environment for people of all ages and abilities Contribute: • To the overall capacity of the street • To an increase in property values • To the health of individuals • To a healthier environment • To creating and enhancing a sense of place increases: • Connectivity between traveled modes • Travel choice • Travel efficiency • Safety through reduction in vehicle, bicycle, and pedestrian crashes. • Transfer of children walking to school • Transit ridership • Access to adjacent uses • Compliance with level levels	Not Stated. "The Guide to a model document that provides an approach on how to make streets more complete."	Guidelines not regulatory but provides guidance on how CS can be designed and implemented. Strategies laid out to accomplish stated goals. Guide does not supersede Complete Streets Plans or policies in other jurisdictions. Recommended next steps for adoption by member gov.	Not Stated.	Guides provides sample outcomes for different street typologies using cross sections. Also includes guidelines for intersections and pedestrian infrastructure. Includes 9 techniques to build CS.	No. Inventory and Outcome Measures to be determined by the local communities in the future.	1. Identify the Context/and No Use Character of the street. 2. Identify the current mode of Transportation appropriate for the area. 3. Determine the Complete Street gaps – those design elements, facilities, and other transportation components that are necessary for a Complete Street. 4. Determine Other Priorities. 5. Identify the right-of-way width and determine the appropriate number of vehicular, transit, and bike lanes. 6. Select the appropriate pedestrian and design elements and facilities. For bicycle and pedestrian facilities see the MAG Regional Bicycle Plan and MAG Pedestrian Policies and Design Guidelines.		Effort led by MPO's Bicycle and Pedestrian Committee. Survey sent to member gov on their CS policies. Community CS workshop held to develop goals.	Some member governments have adopted CS policies.			
Tucson, AZ	Pima Association of MTP 2040 (2010); Regional Pedestrian and Bicycling (2009)	Regional Pedestrian and Bicycle Plan (2009)	http://www.pagnet.org/Files/MTP_Sectors/ocuments/RTY/PT2040/Pedestrian%20and%20Bicycle%20Plan%2009.pdf	Policy	No, but emphasis placed on design and accommodate pedestrians.	CS language is not used in current MTP, but plan clearly addresses needs of pedestrians and design and accommodate pedestrians. Creating an extensive pedestrian/bicycle network. In addition, a Regional Bicycling Plan and a Regional Pedestrian Plan address the needs of these users more directly. Both documents included design specifications, project lists, and inventories of the current available network.	Integration with pedestrian and bicycle plans, which include policy recommendations and project lists. Plans provide CS recommendations, but include many complete street elements.	• Make Tucson a Premium rated bicycling community. • Make ADA improvements. • Enhance connectivity of bike lanes. • Improve Bicycle and Pedestrian Signage and Stenciling • Continue Bike and Pedestrian Safety Education Programs • Install more Signalized Pedestrian and Bike • Improve sidewalk conditions and maintenance • Enhance Bicycle Boulevards • Create greenways.	Language in MTP addresses needs of all users, include pedestrians, bicyclists, persons with disabilities, and other adults. Could have clearer language devoted to designing streets for users of all ages and abilities.	Design standards included in Pedestrian and Bicycling plans. Bike specifications adopted from AASHTO guides.										"The Tucson region is nationally recognized as a great place for bicycling and walking. The League of American Bicyclists has designated the region a gold-rated bicycle friendly community for the extensive bike-way network and model bicycle safety programs. It is the only region in the country with a gold-rated designation. Tucson also has been nationally recognized for the development of the pedestrian hybrid beacon signal, better known in Tucson as the HAWK light. Tucson has over 300 HAWK signals installed and many more planned. The HAWK lights are synchronized with traffic lights to optimize vehicular mobility."	
Denver, CO	DRCOG (Denver, CO)	Metro Vision MTP 2035 (2011); Pedestrian and Bicycle Element of the 2035 MTP (2006)	https://www.drcog.org/Files/20110609/2035Vision/2035Vision.pdf	Policy	No, but provisions made for all users in roadway design.	While CS is not an explicit part of current MTP, the "Pedestrian and Bicycle Element of the 2035 MTP" plan provides guidelines for providing quality facilities and encouraging pedestrian and bicycle travel. Provisions are made in both plans for roadway design that considers all users. Specific design policies are included that are aligned with CS principles.	Pedestrian and Bicycle Plan has "a balanced sustainable multimodal transportation system will include rapid transit, a regional bus system, a regional roadways system, local streets, bicycle and pedestrian facilities, and associated systems and travel demand management services. The integrated components of this system will provide reliable mobility choices to all of its users: residents and visitors of all ages, incomes and physical abilities, as well as businesses that provide services and products or sell goods."	Specific goals addressing CS principles include: • Transit: Provide increased transit service and facilities to accommodate an increasing share of daily travel, encourage transit-oriented developments and provide mobility options. • Rights-of-Way Preservation: Reuse and adapt rights-of-way in newly developing and redeveloping areas for pedestrian, bicycle, transit and roadway facilities. • Denver Central Business District: Improve and maintain existing transportation access by all modes to Denver's Center. • Safety: Develop and maintain a safe transportation system for all users. • Security: Develop and maintain a transportation system that provides increased security for all users. • Bicycle and Pedestrian: Provide robust bicycle and pedestrian facilities and services throughout the region. • Interconnections: Provide efficient interconnections of the transportation system with other modes and between the metropolitan area and the rest of the state and nation. • Transportation for the Disadvantaged: Provide a transportation system that considers the needs of and impacts on minority, low-income, elderly and disabled persons.	Language in MTP addresses needs of all users, include pedestrians, bicyclists, minority, low-income, elderly and disabled persons.	Design specifications for pedestrians and bicyclists include: • Continuous sidewalks • Appropriate intersection treatments including crosswalk markings, pedestrian signal indicators, signal activation and road network techniques. • Multipurpose trails • On-street bicycle lanes • Faded shoulders and wide curb lanes • Key connections such as call-a-car, cut-through paths and straightforward connections through developments to building entrances. • Improved bicycle activation and appropriate pedestrian timing/indications at traffic signals. • Overpasses and underpasses											
El Paso, TX	El Paso MPO (El Paso, TX)	Horizon 2040 MTP (2010); Regional Bikeways Plan Study (1997)	http://www.elpasompo.org/Files/20100909/2040MTP/2040MTP.pdf	Policy	No	CS policies not part of current MTP and few provisions made for pedestrians, bicyclists or other users. In addition, an older bicycle Plan was produced in 1997, but its effectiveness is unclear.				None											
Austin, TX	Capital Area MPO (Austin, TX)	CAMPO 2035 Regional Transportation Plan (2010); Active Transportation Monitoring Plan (2011)	http://www.camponet.org/Files/20110301/CAMPO_2035_Plan_Adopted_May_2010.pdf	Policy	No	CS is not an explicit part of current MTP, but plan focuses on pedestrian and bicycle improvements that accommodate all users. MTP includes pedestrian and bicycle priority areas along with an Active Transportation Monitor plan with performance measures. Plan does not include design standards.	Active Transportation Monitoring Program	"Promote improvements in bicycling and pedestrian mode choice for all persons and and infrastructure and bridging disciplines between regional bicycling and pedestrian leaders engaged in planning, advocacy and implementation."	• Increase bicycle and pedestrian mode share to at least 12% of all trips by 2035. • New and expanded arterial facilities as complete streets with bicycle and pedestrian facilities. • Intermodal transit facilities connected to the roadway system • Enhancing facilities in mixed-use areas • Ensure bicycle and pedestrian facilities are developed in conjunction with roadway projects	MTP seeks to develop a safe and connected bicycle and pedestrian network that serves users of all ages and abilities across the region. Plan does not include design specifications.	None										

Design Criteria
 AASHTO o o o o o
 Active
 Transportation o o o o o
 ADA Access o o o o
 Bicycle Boulevards o o o
 Bicycle Detector o
 Bicycle Parking o o o
 Bus Stops o o o o o
 Capacity o o o o o o o
 Clear Zone o
 Context Sensitive
 Design o o o o o
 Cross Sections o o
 Crosswalks o o o o o o
 Curb Extensions o o o o o o o o o
 Equity o o o o o
 Festival Streets o o o
 Florida Greenbook o o
 Frontage Zone o o
 Furniture Zone
 (Amenity Zone) o o
 Grid Street
 Networks o o
 Health o o o o o o o o o
 Healthy
 Communities o o o o
 Intersections o o o o o o o
 Land Use o o o o o o
 Landscaping o o o o o o o o o o
 Lane Widths o o o o
 Leading Pedestrian
 Interval o
 Lighting o o o o o o o
 Livability o o o
 Medians o o o o o o o
 Median Islands o o o o o o o
 Mode Choice o o
 MUTCD o o o o o
 On-Street Parking
 Pedestrian Refuge o o o o o
 Pedestrian Zone o
 Public Art o o
 Public Engagement o
 Road Diets o o o o o o
 Roundabouts o o o o
 Safety o o o o o o o o o o o o o o
 Shading / Trees o o o o o o o o o
 Shared Space
 Streets o o o o

The Street Realm	10
2. The Travelway Realm	12
3. Travel Lane Width	15
4. Medians	16
5. Mid-Block Crossings	19
6. Bicycle Lanes	21
7. Intersections	23
8. Street Connectivity	27
9. Pedestrian Realm	29
10. Sidewalks	30
11. Street Trees	36
12. On-Street Parking	38
13. Public Transit	40
14. Streetscape Features	42
15. Landscaping and Planter Strips	43
16. Adjacent Land Use	44
17. Buildings Facing the Street	45

Smart Growth o o o o o
Street Furniture o o o o
Street Types o o
Sustainability o o o o o
Sustainable Street
Network o
Technical Advisory
Committee o o
Transect o o o
Transit Signal
Priority o
Travel Lanes o
Turn Lanes

18. Building Street Frontages47
19. Land-Use Edge Treatments52
20. Transitions54
21. Stormwater Opportunities55

Goals & Objectives Comparisons from other MPO's

LOCATION	MPO	PLAN(S) & YEAR(S)	VISION STATEMENT	GOALS & OBJECTIVES
Broward County/ Ft. Lauderdale, FL	Broward MPO (Broward County/ Ft. Lauderdale, FL)	Complete Streets Guidelines (2012); Complete Streets Model Policy (2013)	"To create a safe and efficient transportation network that promotes the health and mobility of all residents and visitors by providing high quality multi-modal (pedestrian, bicycle, transit and automobile) access throughout Broward."	<ul style="list-style-type: none"> • Provide transportation options for people of all ages, physical abilities, and income levels • Serve the land uses that are adjacent to the street; mobility is a means, not an end • Encourage people to travel by walking, bicycling, and transit, and to drive less • Enhance the safety and security of streets, from both a traffic and personal perspective • Provide increased opportunities for physical activity • Create livable neighborhoods that connect communities, not divide them • Reduce streetwater runoff into watersheds • Reduce greenhouse gas emissions and other air pollution • Reduce energy consumption • Promote the economic well-being of both businesses and residents • Increase civic space and encourage human interaction
Polk County, FL	Polk Transportation Planning Organization (Polk County, FL)	Polk County Complete Streets Handbook (2012); CS Resolution (2012)	"The local governments in Polk County share a vision of streets that: provide safe travel for all users regardless of their age or abilities; support all modes of travel and travel choices; provide convenient access to community land uses; and help create a sense of place and livable communities."	<ol style="list-style-type: none"> 1. Identify potential complete street corridors for their community. 2. Refer to the Polk TPO Complete Street Handbook as a guide for the implementation of candidate Complete Street projects. 3. Cooperate with the Polk TPO to maintain a comprehensive inventory of pedestrian and bicycle facilities in order to identify and eliminate network gaps. 4. Design, operate and maintain streets using design guidelines that promote safe and convenient access and travel for all users, including pedestrians, bicyclists, transit riders, disabled users, and car and truck motorists. 5. Design streets, where practical, to include facilities and amenities that are recognized as contributing to complete streets 6. Connect streets to existing facilities to create a comprehensive, integrated network of streets, transit and pedestrian facilities. 7. Implement policies and procedures in the construction, reconstruction or other changes of transportation facilities on arterial and collector streets to provide access improvements in accordance with the Americans with Disabilities Act and support the creation of complete streets. 8. Consider any complete street improvement within the local context in order to complement the needs, characteristics, and circumstances of the area. 9. Define and select priority design elements, such as on street parking, medians, bike lanes, number and width of travel lanes, sidewalks, and pedestrian elements based upon the surrounding land use and or development context. 10. Construct complete street improvements as part of stand-alone projects or other larger projects, e.g., maintenance activities, to help build a complete street network over time.

Goals & Objectives Comparisons from other MPO's

LOCATION	MPO	PLAN(S) & YEAR(S)	VISION STATEMENT	GOALS & OBJECTIVES
Santa Cruz, CA	Santa Cruz County RTC (Santa Cruz, CA)	Monterey Bay Area Complete Streets Guidebook (2013)	Unclear, but provides example vision statement local governments can adopt.	<ul style="list-style-type: none"> • Provide tools for transitioning streets to complete streets • Improve safety, especially for the most vulnerable users • Facilitate understanding the impacts on communities of implementing complete streets policies • Identify types of improvements needed to accommodate growth and address congestion in areas of compact development • Better integrate land use and transportation to reduce vehicle miles traveled • Establish a collaborative process for integrating planning and designing streets • Serve as a resource for implementing the California Complete Streets Act (AB1358)
Las Vegas, NV	RTC of Southern Nevada (Las Vegas, NV)	Complete Streets for Livable Communities: A Design Manual (2013); Regional Complete Streets Study (2012); CS Policy (2012)	Promoting Complete Streets projects can offer Southern Nevada the ability to reduce traffic congestion, improve air quality, and increase the quality of life of residents by providing safe, convenient, and comfortable routes for walking, bicycling, and public transportation. Integration of Complete Streets into the RTC's existing policies allows the potential to prevent chronic diseases, reduce motor vehicle related injury and deaths, improve environmental health, stimulate economic development, and ensure access of transportation options for all people in Southern Nevada.	<p>Southern Nevada's transportation network will be supported through a variety of feasible transportation choices, which allows for sustainable growth.</p> <ul style="list-style-type: none"> ~ The livability of neighborhoods and commercial centers located along the region's transportation corridors will be enhanced by a safe and inviting pedestrian environment. ~ The design of multimodal roadway facilities will not compromise the needs of larger vehicles such as transit vehicles, fire trucks, and freight delivery trucks. ~ Inclusion of Complete Streets design elements will allow for design flexibility on different street functions and neighborhood contexts. ~ Inclusion of Complete Streets design elements will improve the integration of land use and transportation, while encouraging economic revitalization through infrastructure improvements. ~ To create an integrated and connected transportation network that supports transportation choices and sustainable growth. ~ To ensure that all transportation modes are accommodated to the extent possible in all public roadway facilities in the region. To develop and use the latest design standards and guidelines in the design of Complete Streets. ~ To provide flexibility in the implementation of this policy so that streets chosen for implementation of Complete Streets elements can be developed to fit within the context of their principal purpose and surroundings without compromising the safety of users and needs of larger vehicles.
Columbus, OH	Mid Ohio Regional Planning Council (Columbus, OH)	MORPC Complete Streets Policy (2010); Complete Streets Toolkit (2012)	To create an equitable, balanced, and effective transportation system where every roadway user can travel safely and comfortably and where sustainable transportation options are available to everyone.	<ol style="list-style-type: none"> 1. To create a comprehensive, integrated, and connected transportation network that supports compact, sustainable development and provides livable communities. 2. To ensure safety, ease of use, and ease of transfer between modes for all users of the transportation system. 3. To provide flexibility for different types of streets, areas, and users.

Goals & Objectives Comparisons from other MPO's

LOCATION	MPO	PLAN(S) & YEAR(S)	VISION STATEMENT	GOALS & OBJECTIVES
Miami, OH	Miami Valley Regional Planning Commission (Miami, OH)	Regional Complete Streets Policy (2011)	All current and projected users must be able to safely and conveniently reach their destinations along and across a street or road, regardless of their chosen mode of transportation.	Provide for better connected, safer, and more accessible roadways for all users in the public right-of-way using complete streets design principles.
Washington, DC	Metropolitan Washington Council of Governments (Washington, DC)	Complete Streets Policy for the National Capital Region (2012); Bicycle and Pedestrian Plan for the National Capital Region (2010)	Unclear	The Transportation Planning Board wishes to encourage walking, bicycling, and the use of public transportation as safe, convenient, environmentally friendly, and economical modes of transportation that enhance economic development and promote physical activity, health and independence for all people
Bloomington, ID	Bloomington/Monroe County Metropolitan Planning Organization (Bloomington, ID)	Complete Streets Policy (2009)	"To empower and direct citizens, elected officials, government agencies, planners, engineers, and architects to use an interdisciplinary approach to incorporate the needs of all users into the design and construction of roadway projects funded through Bloomington and Monroe County Metropolitan Planning Organization	To ensure that the safety and convenience of all users of the transportation system are accommodated, including pedestrians, bicyclists, users of mass transit, people with disabilities, the elderly, motorists, freight providers, emergency responders, and adjacent land users; 2) To incorporate the principles in this policy into all aspects of the transportation project development process, including project identification, scoping procedures and design approvals, as well as design manuals and performance measures; 3) To create a comprehensive, integrated, and connected transportation network that supports compact, sustainable development; 4) To ensure the use of the latest and best design standards, policies and guidelines; 5) To recognize the need for flexibility to accommodate different types of streets and users; 6) To ensure that the Complete Streets design solutions fit within the context(s) of the community.

Goals & Objectives Comparisons from other MPO's

LOCATION	MPO	PLAN(S) & YEAR(S)	VISION STATEMENT	GOALS & OBJECTIVES
Phoenix, AZ	Maricopa Association of Governments (Phoenix, AZ)	Complete Street Guide (2011)		<p>CS that are:</p> <ul style="list-style-type: none"> • Context sensitive • Integrated into ongoing street and transportation planning • “Green” and sustainable • Fundable • Implementable <p>Accommodate:</p> <ul style="list-style-type: none"> • All appropriate modes of travel • Emergency service vehicles • Space for transit • Opportunities for people to interact • Travelers of all abilities <p>Create:</p> <ul style="list-style-type: none"> • An expectation of inclusion • A safe travel environment for people of all ages and abilities <p>Contribute:</p> <ul style="list-style-type: none"> • To the overall capacity of the street • To an increase in property values • To the health of individuals • To a healthier environment • To creating and enhancing a sense of place <p>Increases:</p> <ul style="list-style-type: none"> • Connectivity between travel modes • Travel choices • Travel efficiency • Safety through reduction in vehicle, bicycle, and pedestrian crashes • The number of children walking to school • Transit ridership • Access to adjacent uses • Compliance with speed limits
Tucson, AZ	Pima Association of Governments (Tucson, AZ)	MTP 2040 (2010); Regional Pedestrian Plan (2000); Regional Plan for Bicycling, (2009)		<ul style="list-style-type: none"> • Make Tucson a Platinum rated bicycling community. • More ADA improvements. • Enhance connectivity of bike lanes. • Improve Bicycle and Pedestrian Signage and Stenciling • Continue Bike and Pedestrian safety education programs • Install more Signalized Pedestrian and Bike • Improve sidewalk continuity and maintenance • Enhance Bicycle Boulevards • Create greenways.

Goals & Objectives Comparisons from other MPO's

LOCATION	MPO	PLAN(S) & YEAR(S)	VISION STATEMENT	GOALS & OBJECTIVES
Denver, CO	DRCOG (Denver, CO)	Metro Vision MTP 2035 (2011); Pedestrian and Bicycle Element of the 2035 MVRTP (2006)	"A balanced sustainable multimodal transportation system will include rapid transit, a regional bus system, a regional roadway system, local streets, bicycle and pedestrian facilities, and associated system and travel demand management services. The integrated components of this system will provide reliable mobility choices to all of its users: residents and visitors of all ages, incomes and physical abilities, as well as businesses that provide services and produce or sell goods."	<p>Specific goals addressing CS principles include:</p> <ul style="list-style-type: none"> • Transit. Provide increased transit service and facilities to accommodate an increasing share of daily travel, encourage transit-oriented developments and provide mobility options. • Rights-of-Way Preservation. Reserve adequate rights-of-way in newly developing and redeveloping areas for pedestrian, bicycle, transit and roadway facilities. • Denver Central Business District. Improve and maintain efficient transportation access by all modes to downtown Denver. • Safety. Develop and maintain a safe transportation system for all users. • Security. Develop and maintain a transportation system that provides increased security for all users. • Bicycle and Pedestrian. Provide robust bicycle and pedestrian accessibility throughout the region. • Interconnections. Provide efficient interconnections of the transportation system within modes, among different modes, and between the metropolitan area and the rest of the state and nation. • Transportation for the Disadvantaged. Provide a transportation system that considers the needs of and impacts on minority, low-income, elderly and disabled persons.
Austin, TX	Capital Area MPO (Austin, TX)	CAMPO 2035 Regional Transportation Plan (2010); Active Transportation Monitoring Plan (2011)	"Promote improvements in bicycling and pedestrian mode choice for all persons in the region by sharing ideas and bridging disciplines between regional bicycling and pedestrian leaders engaged in planning, advocacy and implementation."	<ul style="list-style-type: none"> • Increase bicycle and pedestrian mode share to at least 12% of all peak period trips within the urbanized area by 2035. • New and expanded arterial facilities as complete streets with bicycle and pedestrian infrastructure • Intermodal transit facilities connected to the roadway system • Connecting to recreation facilities and open space • Enhancing facilities in mixed-use areas • Ensure bicycle and pedestrian facilities are developed in conjunction with roadway projects