The Best Complete Streets
Policies of 2013

February 2014

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

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

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

Acknowledgments

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

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Executive Summary

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

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

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

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

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

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

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

Introduction

Communities of all sizes are seeing their streets as something more than just a way to move people in cars from one place to another. These communities have joined a growing national movement for Complete Streets. This movement encourages and provides for the safe access to destinations for everyone, regardless of age, ability, income or ethnicity, no matter how they travel.

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

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

What is a Complete Streets policy?

Complete Streets policies formalize a community's goal to have streets that are safe for all types of users of all ages and abilities. Policies direct decision-makers to consistently fund, plan for, design, construct, operate and maintain community streets to accommodate all anticipated users, including people walking, bicycling, taking public transportation and driving cars as well as commercial vehicles.

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

Legislation legally requires the needs of all users to be addressed in transportation projects by changing city code, county code or state statutes. Resolutions are non-binding official statements from a jurisdiction's legislative branch and executive orders are issued by a jurisdiction's executive branch. Departmental policies are issued by a jurisdiction's transportation agency, office or department without action from an elected body. Policies adopted by an elected board are policy statements, usually developed by a group of stakeholders, that are approved by an elected governing body, generally via an adopting resolution or ordinance. Some communities also incorporate Complete Streets into comprehensive or transportation plans or through updates to street design guidance. With the exception of plans and design guidance, this report's analysis looks at all other types of policy documents.

The concept of "Complete Streets" is itself simple and inspiring, but a policy must do more than simply affirm support for Complete Streets. The best policies refine a community's vision for transportation, complement community needs and establish a flexible approach necessary for an effective Complete Streets process and outcome.

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

1. **Vision:** The policy establishes a motivating vision for why the community wants to Complete Streets: for improved safety, better health, increased efficiency, convenience of choices or other reasons.
2. **All users and modes:** The policy specifies that "all modes" includes walking, bicycling, riding public transportation, driving trucks, buses and automobiles and "all users" includes people of all ages and abilities.
3. **All projects and phases:** All types of transportation projects are subject to the policy, including design, planning, construction, maintenance, and operations of new and existing streets and facilities.
4. **Clear, accountable exceptions:** Any exceptions to the policy are specified and approved by a high-level official.
5. **Network:** The policy recognizes the need to create a comprehensive, integrated and connected network for all modes and encourages street connectivity.
6. **Jurisdiction:** All other agencies that govern transportation activities can clearly understand the policy's application and may be involved in the process as appropriate.
7. **Design:** The policy recommends use of the latest and best design criteria and guidelines, while recognizing the need for flexibility to balance user needs.
8. **Context sensitivity:** The current and planned context—buildings, land use and transportation needs—is considered in planning and design solutions for transportation projects.
9. **Performance measures:** The policy includes performance standards with measurable outcomes.
10. **Implementation steps:** Specific next steps for implementing the policy are described.

These elements were developed in consultation with members of the National Complete Streets Coalition's Steering Committee and its corps of workshop instructors, and through our ongoing research work. Based on decades of collective experience in transportation planning and design, the elements reflect a national model of best practice that can be employed in nearly every type of Complete Streets policy at all levels of governance.
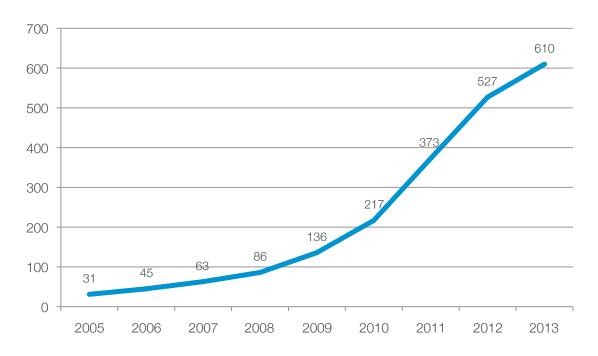
This report evaluates the language of Complete Streets policies based on the elements outlined above, and recognizes those communities that have integrated best practices into their own policy documents. This report focuses on how policy language adopted to date compares to the Coalition's ten elements of an ideal policy.

More information about the ten elements is detailed in the *Complete Streets Local Policy Workbook*, a companion to this report. The *Workbook* helps counties and cities examine their current practices and needs to develop locally appropriate language that draws from the best practices identified in this report. Strong written policies are the first step in creating an inclusive, multimodal transportation decision-making process. Visit our website for more resources and information on policy implementation.

National trends in Complete Streets policies

Complete Streets policies have been gaining support nationwide since 2005, and 2013 saw this trend continue (see Figure 1).

Number of Complete Streets policies nationwide, 2005–2013

Today, Complete Streets policies are in place in 610 jurisdictions nationwide, including 27 states, the Commonwealth of Puerto Rico and the District of Columbia; 51 regional planning organizations; 48 counties; and 482 municipalities. More than 80 of those policies were adopted in 2013 alone.

Small towns and big cities alike are using Complete Streets policies (see Figure 2). Of the 482 municipalities with such policies, 177 (or 37 percent) are suburban communities with fewer than 30,000 residents. Small towns, often in rural areas, comprise just over 20 percent of the total policies. On the other end of the spectrum, 11 of the 15 most populous cities in the country have committed to Complete Streets with a policy.

The types of policies in place are similarly diverse (see Figure 3). While most take the form of a resolution adopted by a city or county council, jurisdictions are commonly using changes to municipal code and the adoption of city policies to direct the use of a Complete Streets approach.

Policies adopted by an elected board continue to grow in prevalence, representing 31 percent of all policies adopted in 2013, up from 29 percent of policies adopted in 2012, and 19 percent of all policies overall. Of the top scoring policies of in 2013, almost all are this type of policy.

FIGURE 2

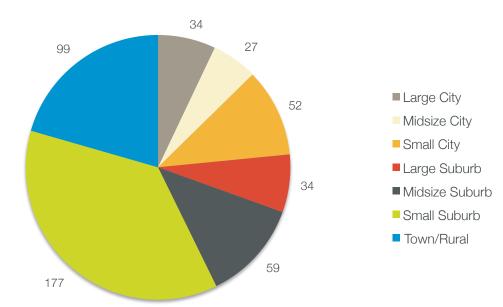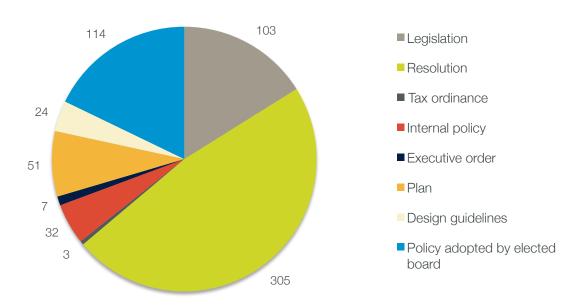## Municipalities with Complete Streets policies by size, 1971—2013

- Large City
- Midsize City
- Small City
- Large Suburb
- Midsize Suburb
- Small Suburb
- Town/Rural

FIGURE 3

Complete Streets policies by type, 1971—2013

- Legislation
- Resolution
- Tax ordinance
- Internal policy
- Executive order
- Plan
- Design guidelines
- Policy adopted by elected board

In 2013, non-binding resolutions represented 42 percent of all adopted policies; over all years, this type of policy composes nearly half of all adopted Complete Streets policies. Design guidelines that direct Complete Streets approaches were also popular in 2013, representing 10 percent of 2013's
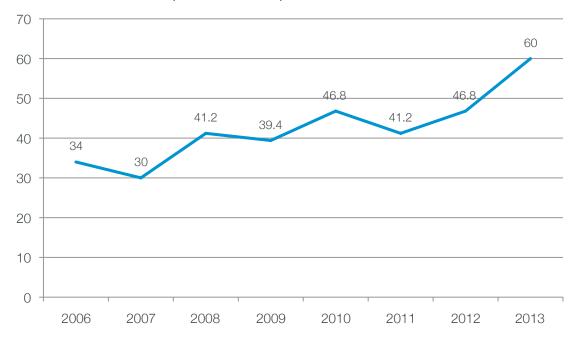
policies and 4 percent overall. Nine percent of Complete Streets policies were adopted as legislation in 2013; such statutory changes make up 16 percent of the total number of Complete Streets policies.

Among the top policies adopted in 2013 are two pairs of very similar policies adopted by adjacent small cities—Auburn and Lewiston, Maine, and Cedar Falls and Waterloo, Iowa. Both sets of cities have contiguous street networks that are largely uninterrupted by jurisdictional boundaries. By adopting similar Complete Streets policies, these cities help ensure continuity in the kinds of streets that residents will encounter as they move around the interconnected areas.

Policy adoption was most evident in New Jersey and California this year, where 17 and 14 jurisdictions, respectively, adopted policies. Overall, the states of Michigan, with 79, and New Jersey, with 78, are by far the national leaders in total numbers of jurisdictions with adopted policies. New York (47), California (46) and Florida (44) are quickly adding to their totals.

Over time, the typical Complete Streets policy has become increasingly well-written, as reflected in an upward trend in the annual median scores of policies reviewed by the Coalition (see Figure 4).

FIGURE 4
Median score of Complete Streets policies, 2006—2013

The median score of policies adopted in 2013 was 60.0, up from 46.8 in 2012 and a median score of 45.6 among all policies adopted since 2006.
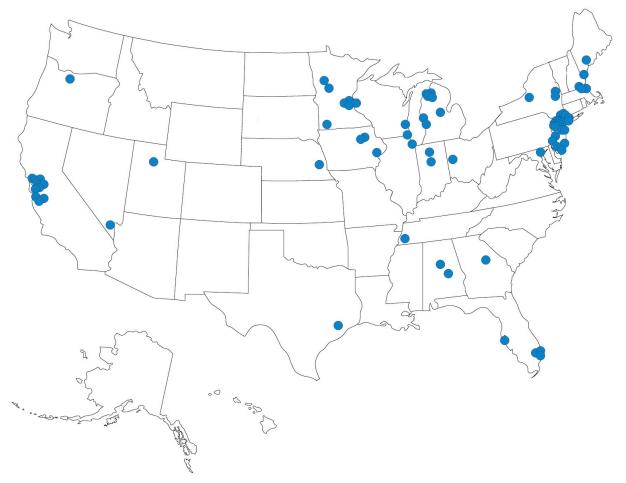
Looking at the specific aspects that make for stronger Complete Streets policies, policies are increasingly likely to cover more types of users and travel modes, including specific mentions of people of all ages and abilities. In 2013, 83 percent of policies analyzed covered all ages (versus 73 percent of policies overall); 88 percent (versus 86 percent) covered all abilities; and 83 percent mentioned both groups of users (versus 72 percent overall).

An increasing number of adopted policies include specific activities to ensure implementation. Of the policies adopted last year, 75 percent named at least one implementation activity, and 32 percent included at least two of the next steps recommended by the Coalition. Thirty percent of 2013's policies either identified a specific person or entity to oversee implementation, or required regular public reporting on progress. Among all policies, 51 percent name at least one implementation activity, and 20 percent include two or more steps; 18 percent of all policies name a responsible party or require reporting. Implementation steps provide a clear path forward after a policy's adoption.

The top Complete Streets policies of 2013

In 2013, 83 states, cities, counties and metropolitan areas passed Complete Streets policies (see Figure 5). These laws, resolutions, and planning and design documents encourage and provide for the safe access to destinations for everyone, regardless of age, ability, income, ethnicity or how they travel. In total, 610 jurisdictions nationwide now have Complete Streets policies in place.

FIGURE 5
Complete Streets policies passed in 2013

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

The Coalition evaluated every Complete Streets policy passed in 2013 for the strength of its language. Policies were awarded up to five points for how well they fulfilled each of the ten elements outlined on page 2. Scores were weighted to emphasize the more important elements of a written policy. For full scoring methodology, see Appendix A. For a full list of policies, see the Complete Streets policy atlas on our website.

Of the 83 policies passed in 2013, 15 led the nation in their strong, comprehensive policy language. The policies in Table 1 are those that garnered the top scores across all ten elements.

TABLE 1
The top Complete Streets policies of 2013

Rank	Jurisdiction	Policy	Score
1	Littleton, MA	Complete Streets Policy	94.4
2	Peru, IN	Ordinance 31, 2013	92.8
3	Fort Lauderdale, FL	Complete Streets Policy	89.6
4	Auburn, ME	Complete Streets Policy	88.0 (tie)
4	Lewiston, ME	Complete Streets Policy	88.0 (tie)
6	Baltimore County, MD	Resolution 126-13	86.4
7	Portsmouth, NH	Policy 2013-01	86.0
8	Muscatine, IA	Resolution 92610-1113	83.2
9	Piqua, OH	Complete Streets Policy	82.4
10	Oakland, CA	Complete Streets Policy	81.6
11	Hayward, CA	Complete Streets Policy	80.8 (tie)
11	Livermore, CA	Resolution 2013-007	80.8 (tie)
11	Massachusetts Department of Transportation	Healthy Transportation Policy Directive	80.8 (tie)
14	Cedar Falls, IA	Resolution 18,703	80.0 (tie)
14	Waterloo, IA	Resolution 2013-474	80.0 (tie)

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

Turning policy into practice

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

This report focuses on the strength of the language used in Complete Streets policies. Scores from this policy analysis may not directly translate to a community's success in updating transportation processes and procedures and building projects.

Strong written policies are the first step in creating an inclusive, multimodal transportation decision-making process. Transportation agencies, community leaders, and residents must continue working to ensure all projects are designed with a Complete Streets approach in mind. Full implementation requires agencies to make additional changes, including new project development processes, design standards, educational and outreach efforts, and performance measures. Policies that look good on paper are of little value if they do not lead to change in practice and in projects on the ground.

The National Complete Streets Coalition's website includes more specific information about all aspects of writing, passing and implementing Complete Streets policies.

Appendix A: Scoring methodology

Our ranking of top Complete Streets policies celebrates the communities that have done exceptional work in the past year and provides examples for other communities to follow in writing or updating their own Complete Streets policies.

The following section provides greater detail of the criteria used in evaluating Complete Streets policies. It is intended to help communities write the best Complete Streets policy possible. For communities with an existing Complete Streets policy, the following section may provide ideas for improvements or, perhaps, reasons to boast. More information about writing Complete Streets policies is available in the companion *Complete Streets Local Policy Workbook*.

The National Complete Streets Coalition designed this analysis to be easily understood to a wide audience, both in outcome of application and in the application itself. To begin, every policy was compared to the ten elements of an ideal policy, established by the Coalition in 2005. For each element represented in the policy, a total of five points is possible, where five represents fulfillment of that ideal element.

Elements of a Complete Streets policy

1. Vision and intent
A strong vision inspires a community to follow through on its Complete Streets policy. Just as no two policies are alike, visions are not one-size-fits-all either. Vision cannot be empirically compared across policies, so this criterion compares the strength and clarity of each policy's commitment to Complete Streets. Clarity of intent and writing makes it easy for those tasked with implementation to understand the new goals and determine what changes need to be made fulfill the policy's intent.

- 5 points: The strongest policies are those that are clear in intent, saying facilities that meet the needs of people traveling on foot or bicycle "shall" or "must" be included in transportation projects. Full points also are awarded to policies in which the absolute intent of the policy is obvious and direct, even if they do not use the words "shall" or "must," because there is a complete lack of other equivocating language.

- 3 points: Many policies are clear in their intent—defining what a community expects from the policy—but use equivocating language that waters down the directive. For example, an average policy says that the needs of pedestrians and bicyclists "will be considered" or "may be included" as part of the process.

- 1 point: Some policies are indirect: they refer to implementation of certain principles, features, or elements defined elsewhere; refer to general "Complete Streets" application with no clear directive; or instruct the development of a more thorough policy document. Examples of indirect language include phrases such as "consider the installation of 'Complete Streets' transportation elements" and "supports the adoption and implementation of 'Complete Streets' policies and practices to create a transportation network that accommodates all users." Using this language perpetuates the separation of

modes and the perception that a road for cars is fundamentally different from the road for other users, that only some roads should be "complete streets," and even that these roads require special, separately funded "amenities."

2. All users and modes

No policy is a Complete Streets policy without a clear statement affirming that people who travel by foot or on bicycle are legitimate users of the transportation system and equally deserving of safe facilities to accommodate their travel. It is therefore a requirement to include both modes—walking and bicycling—in the policy before it can be further analyzed. Beyond the type of user is a more nuanced understanding that not all people who move by a certain mode are the same.

- 3 points: Policy includes two more modes, in addition to walking, bicycling, and public transportation. Such modes include cars, freight traffic, emergency response vehicles, or equestrians.

- 2 points: Policy includes one more mode, in addition to walking, bicycling, and public transportation.

- 1 point: Policy includes public transportation, in addition to walking and bicycling.

- 0 points: Policy includes walking and bicycling only.

The needs of people—young, old, with disabilities, without disabilities—are integral to great Complete Streets policies. Two additional points are available, awarded independently of each other and above points for modes.

- 1 point: A policy references the needs of people young and old.

- 1 point: A policy includes the needs of people of all abilities.

MODEL POLICY LANGUAGE: ALL USERS AND MODES
Hayward, CA

"The City of Hayward expresses its commitment to creating and maintaining Complete Streets that provide safe, comfortable, and convenient travel along and across streets (including streets, roads, highways, bridges, and other portions of the transportation system) through a comprehensive, integrated transportation network that serves all categories of users, including pedestrians, bicyclists, persons with disabilities, motorists, emergency vehicles, movers of commercial goods, users and operators of public transportation, seniors, children, youth, and families."

MODEL POLICY LANGUAGE: ALL USERS AND MODES
Wilkin County, MN

"Wilkin County will, whenever it is economically feasible, seek to enhance the safety, access, convenience and comfort of all users of all ages and abilities, including pedestrians (including people requiring mobility aids), bicyclists, transit users, motorists and freight drivers, through the design, operation and maintenance of the transportation network so as to create a connected network of facilities accommodating each mode of travel that is consistent with and supportive of the local community, recognizing that all streets are different and that the needs of various users will need to be balanced in a flexible manner."

3. All projects and phases
The ideal result of a Complete Streets policy is that *all* transportation improvements are viewed as opportunities to create safer, more accessible streets for all users.

- 5 points: Policy clearly includes maintenance, operations, or other types of changes to the transportation system, in addition to new construction and reconstruction projects.

- 2 points: Policy applies only to reconstruction and new construction projects.

- 0 points: Policy does not apply to projects beyond newly constructed roads, or is not clear regarding its application.

MODEL POLICY LANGUAGE: ALL PROJECTS AND PHASES
Piqua, OH

"This policy applies to all project identification, planning and scoping, and the design and

construction of all new construction, reconstruction, resurfacing, rehabilitation, repair, and maintenance of surface transportation network facilities located within the public right of way or on public or private land. Existing improvements, until they are altered or modified, are exempt from this policy. Only to extent necessary, when circumstances make it impractical to conform to the guidance provided herein, projects with design or construction commencing prior to the adoption date of this policy, are exempt from the policy. All other projects are subject to this policy."

MODEL POLICY LANGUAGE: ALL PROJECTS AND PHASES
New Jersey Department of Transportation

"The New Jersey Department of Transportation shall implement a Complete Streets policy though the planning, design, construction, maintenance and operation of new and retrofit transportation facilities, enabling safe access and mobility of pedestrians, bicyclists, transit users of all ages and abilities. This includes all projects funded through the Department's Capital Program."

4. Clear, accountable exceptions
Making a policy work in the real world requires a process for exceptions to providing for all modes in each project. The Coalition believes the following exceptions are appropriate with limited potential to weaken the policy. 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. Accommodation is not necessary on corridors where specific users are prohibited, such as interstate freeways or pedestrian malls.

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.

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.

- 5 points: Policy includes one or more of the above exceptions—and no others—and stating who is responsible for approving exceptions.

- 4 points: Policy includes any exceptions, including those that weaken the intent of the Complete Streets policy, and stating who is responsible for approval.

- 3 points: Policy includes one or more of the above exceptions—and no others—but does not assign responsibility for approval.

- 1 point: Policy includes any exceptions, including those that weaken the intent of the policy, but does not assign responsibility for approval.

- 0 points: Policy lists no exceptions.

MODEL POLICY LANGUAGE: EXCEPTIONS
Bellevue, NE

"Any exception to applying this Complete Streets Policy to a specific roadway project must be approved by the City Council, with documentation of the reason for the exception…[Exceptions] may be made when:
- The project involves a roadway on which non-motorized use is prohibited by law. In this case, an effort shall be made to accommodate pedestrians and bicyclists elsewhere.
- There is documentation that there is an absence of use by all except motorized users now and would be in the future even if the street were a complete street."

MODEL POLICY LANGUAGE: EXCEPTIONS
Massachusetts Department of Transportation

"1C. MassDOT funded and or designed projects that fail to provide facilities for healthy transportation modes, as identified by the aforementioned reviews, shall require signoff by the Secretary and CEO of Transportation prior to advancing additional design work. For the Highway Division, this shall not apply to roadway facilities that already prohibit bicyclists and pedestrians, such as limited access highways, or Interstates.

1D. Projects under contract for construction, currently under bid review, or advertised for construction on the date of this policy adoption, do not need to undergo major modifications. However, each MassDOT Division shall submit a list of these projects to the Secretary and CEO of Transportation by October 1, 2013 highlighting healthy transportation design opportunities."

5. Network

An ideal Complete Streets policy recognizes the need for a connected, integrated network that provides transportation options to a resident's many potential destinations. Approaching transportation projects as part of the overall network—and not as single segments—is vital for ensuring safe access to destinations. Successful Complete Streets processes recognize that all modes do not receive the same type of accommodation and space on every street, but that everyone can safely and conveniently travel across the network. The Coalition encourages additional discussion of connectivity, including block size and intersection density.

- 5 points: Policy simply acknowledges the importance of a network approach.

- 0 points: Policy does not reference networks or connectivity.

MODEL POLICY LANGUAGE: NETWORK
Waterloo, IA

"The City of Waterloo recognizes the absolute necessity of promoting pedestrian, bicycle and public transportation network connectivity as an alternative to the automobile in order to provide transportation options and protect all road users, reduce negative environmental impacts, promote healthy living, and advance the well-being of commuters…[T]he City recognizes that the full integration of all modes of travel in the design of streets and highways will help increase the capacity and efficiency of the road network, hopefully reduce traffic congestion by improving mobility options, reduce greenhouse gas emissions, and therefore improve the general quality of life."

MODEL POLICY LANGUAGE: NETWORK
Miami Valley Regional Planning Commission

"The purpose of a transportation network is to connect users of the network to their desired destinations and make it possible for all individuals to be mobile, engaged members of the community. A well-connected network provides safe and convenient transitions from one mode of transportation to another, from one jurisdiction to another and from one type of infrastructure to another. This can be accomplished by connecting sidewalks to bus stops, providing park and ride locations, providing bike-on-bus opportunities, making convenient connections from separated bike trails to the street grid and by making sure that all these connections are accessible to people with disabilities. Every effort should be made to provide a continuous, uninterrupted network accessible to all users and modes. A well-connected

network considers connectivity throughout the lifespan of a transportation project, and takes into account the needs of both current and projected users."

6. 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, and through an effort to work with their partner agencies on Complete Streets. These two types of activities are awarded points independently.

- 3 points: A state's or Metropolitan Planning Organization's policy clearly notes that projects receiving money passing through the agency are expected to follow a Complete Streets approach. County and municipal policy applies to private development.

- 2 points: Policy, at any level, articulates the need to work with others in achieving the Complete Streets vision.

- 0 points: Policy does not recognize the ways an agency can work with other organizations and developers to achieve Complete Streets.

MODEL POLICY LANGUAGE: JURISDICTION
Baltimore County, MD

"[The] Baltimore County Complete Street Policy…is hereby adopted as a guide for the development of all public and private roadways in the County with the objective of creating a safe, multimodal transportation system within healthy, walkable, bikeable, and livable communities…

(8) The Baltimore County Public Schools and the Department of Recreation and Parks collaborate with the Police Department in educational activities related to walking and bicycling laws and safety practices, and the Health and Human Services Department in promoting healthy lifestyles that include walking and bicycling.

(9) The PBAC encourages the creation of partnerships and coordination of efforts with other governmental and private entities in providing pedestrian, bicycle and transit user facilities and outreach.

(10) Baltimore County Public Schools, and the Departments of Public Works, Planning, Police, Recreation and Parks, and Health and Human Services, through their representatives on the PBAC, annually report on their activities in creating walking, bicycling and transit user facilities, and on education, encouragement and enforcement programs, to the PBAC for inclusion in the committee's annual report."

7. Design

Complete Streets implementation relies on using the best and latest design standards to maximize design flexibility. Agencies should be aware that design solutions need to balance modal and user needs. Points are awarded independently for these concepts.

- 3 points: Policy clearly names specific, recent design guidance or reference using the best available.

- 2 points: Policy addresses the need for a balanced or flexible design approach.

- 0 points: Policy does not address design guidance, balancing of user needs, or design flexibility.

- o *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach* (2010)
- o *Neighborhood Street Design Guidelines* (2010)
- National Association of City Transportation Officials (NACTO)
  - o *Urban Bikeway Design Guide* (2nd Edition, 2012)
  - o *Urban Street Design Guide* (2013)
- U.S. Architectural and Transportation Barriers Compliance Board (the Access Board)
  - o Accessible Rights-of-Way: A Design Guide
- Active Transportation Alliance
  - o *Complete Streets Complete Networks: A Manual for the Design of Active Transportation*"

MODEL POLICY LANGUAGE: DESIGN
Lewiston, ME

"The Cities, through their Public Works and Planning Departments, shall develop and adopt design criteria, standards, and guidelines based upon recognized best practices in street design, construction, and operation. To the greatest extent possible, the Cities shall adopt the same standards with particular emphasis on pedestrian and bicycle markings and wayfinding signage. Resources to be referenced in developing these standards shall include, but not necessarily be limited to, the latest editions of: American Association of State Highway Transportation Officials (AASHTO) Policy on Geometric Design of Highways and Streets, Guide for Planning, Designing, and Operating Pedestrian Facilities, and Guide for the Development of Bicycle Facilities; Institute of Transportation Engineers (ITE) Designing Walkable Urban Thoroughfares: A Context Sensitive Approach; National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide; U.S. Access Board Public Right-of-Way Accessibility Guidelines; Highway Capacity Manual and Highway Safety Manual; and the Manual on Uniform Traffic Control Devices."

8. Context sensitivity

An effective Complete Streets policy must be sensitive to the surrounding community, its current and planned buildings and current and expected transportation needs. Given the range of policy types and their varying ability to address this issue, a policy at minimum should mention context-sensitivity in making decisions. The Coalition encourages more detailed discussion of adapting roads to fit the character of the surrounding neighborhood and development.

- 5 points: Policy mentions community context as a factor in decision-making.

- 0 points: Policy does not mention context.

9. Performance measures

Communities with Complete Streets policies can measure success a number of different ways, from miles of bike lanes to percentage of the sidewalk network completed to the number of people who choose to ride public transportation.

- 5 points: Policy includes at least one performance measure. A direction to create measures, but doesn't name any, is credited in the below section, "Implementation steps."

- 0 points: Policy does not include any performance measures.

- Crosswalk and intersection improvements
- Percentage of transit stops accessible via sidewalks and curb ramps
- Rate of crashes, injuries, and fatalities by mode
- Rate of children walking or bicycling to school
- Vehicle Miles Traveled (VMT) or Single Occupancy Vehicle (SOV) trip reduction
- Number of approved exemptions from this policy

Within six months of program adoption, the City of Peru shall create individual numeric benchmarks for each of the performance measures as a means of tracking and measuring the annual performance of the program. Quarterly reports shall be posted on-line for each of the above measures."

MODEL POLICY LANGUAGE: PERFORMANCE MEASURES
Muscatine, IA

"The City of Muscatine shall put into place performance standards with measurable benchmarks reflecting the ability of users to travel in safety and comfort. Performance standards may include: miles of new bicycle facilities or sidewalks, percentage of streets with tree canopy and low design speeds, public participation, street lighting, or others."

10. Implementation steps

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

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

Assigning oversight of implementation or requiring progress reports is a critical to accountability measure, ensuring the policy becomes practice. Policies can also influence the funding prioritization system to award those projects improving the multimodal network. Points for either type of activity are awarded independently.

- 3 points: Policy specifies the need to take action on at least two of the four steps identified above.

- 1 point: Policy includes at least one of the above four implementation steps.

- 1 point: Policy identifies a specific person or advisory board to oversee and help drive implementation, or establishes a reporting requirement.

- 1 point: Policy changes the way transportation projects are prioritized.

- 0 points: Policy does not include any implementation or accountability measures.

MODEL POLICY LANGUAGE: IMPLEMENTATION STEPS
Fort Lauderdale, FL

"(A) *Lead Department:* The Transportation & Mobility Department shall lead the implementation of this policy and coordinate with other impacted departments to ensure a comprehensive adoption of the Design Guidelines.
(C) *Inventory.* The City will maintain a comprehensive inventory of the pedestrian and bicycling facility infrastructure integrated with the City's database and will prioritize projects through the Multimodal Transportation Plan to eliminate gaps in the sidewalk and bikeways networks.
(D) *Capital Improvement Project Prioritization.* The City will reevaluate Capital Improvement Project prioritization to encourage implementation of bicycle, pedestrian, and transit improvements.
(E) *Revisions to Existing Plans and Policies.* The City will reference and modify the Transportation Element of its Comprehensive Plan and any other existing plans related to the design of the public right of way to ensure consistency with the Design Manual.
(F) *Public Official and Staff Training.* The City will train (through online tools such as webinars and brief videos) pertinent leaders and staff on the content of the Complete Streets principles and best practices for implementing the policy.
(H) *Coordination.* The City will utilize inter-departmental project coordination to promote the most responsible and efficient use of fiscal resources for activities within the public right of way.
(I) *Funding.* The City will actively seek sources for public and private funding to implement Complete Streets. Furthermore, the City shall attempt to coordinate its infrastructure investments and Complete Streets implementation with the Broward MPO Transportation Improvement Program (TIP) and Long Range Transportation Plan (LRTP), Florida Department of Transportation (FDOT) work programs, and the Broward County and SFRTA Transit Development Plans."

MODEL POLICY LANGUAGE: IMPLEMENTATION STEPS
Littleton, MA

"Town shall review and either revise or develop proposed revisions to all appropriate planning documents (master plans, open space and recreation plan, etc.), zoning and subdivision codes, laws, procedures, rules, regulations, guidelines, programs, and templates to integrate Complete Streets principles in all Street Projects on streets. A committee of relevant stakeholders designated by the Town Administrator will be created to implement this initiative.

The Town shall maintain a comprehensive inventory of pedestrian and bicycle facility

infrastructure that will prioritize projects to eliminate gaps in the sidewalk and bikeway network.

The Town will reevaluate Capital Improvement Projects prioritization to encourage implementation of Complete Streets implementation.

The Town will train pertinent town staff and decision-makers on the content of Complete Streets principles and best practices for implementing policy through workshops and other appropriate means.

The Town will utilize inter-department coordination to promote the most responsible and efficient use of resources for activities within the public way.

The Town will seek out appropriate sources of funding and grants for implementation of Complete Streets policies."

Weighting the policy elements

The authors of this report evaluated policies based on the ten elements as described above. For a summary of the scoring system, see Table A1.

Awarding each element a total of five points establishes benchmarks in each category without drawing unnecessary comparisons between elements. However, the Coalition believes that some elements of a policy are more important to establish than others. To reflect this, the tool uses a weighting system so that the points earned per element are then put in context of the overall policy.

The chosen weights began with a staff exercise and discussion around the elements, based on research, case studies conducted for the American Planning Association report, *Complete Streets: Best Policy and Implementation Practices*, experience in policy development, and work with communities across the country. These weights were then adjusted based on feedback from the Coalition's Steering Committee and input from attendees of the Coalition's 2011 Strategy Meeting. Staff simplified the weights so that they would a) add to a total possible score of 100, and b) would not require complex mathematical tricks or rounding. Changes to this weighting are possible in the future, based on continued research into how policy language correlates to implementation, though none have been made to date.

The identified weight for each element is multiplied by points awarded, then divided by 5 (the highest possible number of points). For example, a policy that addresses bicycling, walking, and public transportation for people of all ages and abilities receives a total of three points. Those points are multiplied by 20, the weighting assigned to that policy element, and divided by 5, the highest possible number of points. For this policy element, the policy receives a score of 12 out of a possible 20.

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

TABLE A1
Policy element scoring system

Policy element	Points
1. Vision and intent	*Weight: 6*
Indirect: Indirect statement ("shall implement Complete Streets principles," etc.)	1
Average: Direct statement with equivocating or weaker language ("consider," "may")	3
Direct: Direct statement of accommodation ("must," "shall," "will")	5
2. All users and modes	*Weight: 20*
"Bicyclists and pedestrians" (required for consideration)	*Req.*
"Bicyclists, pedestrians, and transit"	1
"Bicyclists, pedestrians, transit," plus one more mode	2
"Bicycles, pedestrians, transit," plus two more modes	3
Additional point for including reference to "users of all ages"	1
Additional point for including reference to "users of all abilities"	1
3. All projects and phases	*Weight: 12*
Applies to new construction only	0
Applies to new and retrofit/reconstruction projects	3
Additional points if the policy clearly applies to all projects, or specifically includes repair/3R projects, maintenance, and/or operations	2
4. Exceptions	*Weight: 16*
No mention	0
Lists exceptions, but at least one lacks clarity or allows loose interpretation	1
Lists exceptions, none are inappropriate	2
Additional points for specifying an approval process	3
5. Network	*Weight: 2*
No mention	0
Acknowledge	5
6. Jurisdiction	*Weight: 8*
Agency-owned (assumed)	--

States and regions: agency-funded, but not agency-owned	3
Counties and cities: privately-built roads	3
Additional points for recognizing the need to work with other agencies, departments, or jurisdictions	2
7. Design	*Weight: 4*
No mention	0
References specific design criteria or directing use of the best and latest	3
References design flexibility in the balance of user needs	2
8. Context sensitivity	*Weight: 8*
No mention	0
Acknowledge	5
9. Performance standards	*Weight: 4*
Not mentioned and not one of next steps	0
Establishes new measures (does not count in implementation points)	5
10. Implementation steps	*Weight: 20*
No implementation plan specified	0
Addresses implementation in general	1
Addresses two to four implementation steps	3
Additional point for assigning oversight of implementation to a person or advisory board *or* for establishing a reporting requirement	1
Additional point for directing changes to project selection criteria	1

A note on plans and design guidance

The Coalition recognizes that there are inherent differences between policy types. What can be accomplished through a legislative act will be different than what might be included in a comprehensive plan, for example. This report's authors acknowledge that some elements of an ideal policy are unlikely to appear in some policy types and encourage comparison within policy type, rather than across all types. For this reason, policies are grouped by policy type in Appendix B.

While the Coalition recognizes and counts Complete Streets policies included in community transportation master plans, comprehensive plans, general plans, and design guidance, they are not subject to the numerical analysis used in this document. The scoring tool does not work as well for comprehensive plans, where a finer analysis is needed to accurately determine strength and reach of the Complete Streets element within the overall framework of a large and complex plan. The tool is also inappropriate for design standards and guidance. Though some design manuals

have a more extensive discussion of policy, their place within the transportation process makes the inclusion of some elements of an ideal Complete Streets policy inappropriate. Design guidance is rarely the first Complete Streets policy adopted in a community; it is more often the realization of some earlier policy effort and part of the overall implementation process.

Appendix B: Index of Complete Streets policy scores

Category	Location	Policy	Population	Year	Intent		All Users and Modes		Projects and Phases		Exceptions		Network		Jurisdiction		Design Flexibility		Context		Metrics		Implementation Plan		Total Score
					points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	
State Legislation																									
State Legislation	State of Minnesota	Sec. 52. Minnesota Statutes 2008, section 174.75	5,303,925	2010	1	1.2	5	20	5	12	0	0	0	0	2	3.2	5	4	5	8	0	0	4	16	64.4
State Legislation	State of Connecticut	Public Act 09-154 (SB 735)	3,574,097	2009	5	6	4	16	5	12	4	12.8	0	0	5	8	0	0	0	0	0	0	2	8	62.8
State Legislation	State of Hawaii	Act 054 (SB 718)	1,369,301	2009	1	1.2	4	16	5	12	1	3.2	0	0	2	3.2	0	0	5	8	0	0	4	16	59.6
State Legislation	State of Vermont	Act 0-34 (H.198)	625,741	2011	3	3.6	4	16	5	12	4	12.8	0	0	5	8	0	0	0	0	0	0	1	4	56.4
State Legislation	Commonwealth of Puerto Rico	Senate Bill 1857	3,725,789	2010	1	1.2	4	16	5	12	2	6.4	0	0	2	3.2	0	0	0	0	0	0	4	16	54.8
State Legislation	State of Michigan	Public Act 135 of 2010 (HB6151)	9,883,640	2010	1	1.2	5	20	3	7.2	1	3.2	5	2	3	4.8	0	0	5	8	0	0	2	8	54.4
State Legislation	State of New York	Highway Law Section 331 (Bill S. 5411)	19,378,102	2011	3	3.6	4	16	3	7.2	1	3.2	0	0	3	4.8	0	0	5	8	0	0	1	4	46.8
State Legislation	State of Rhode Island	Title 24, Chapter 16: Safe Access to Public Roads	1,052,567	2012	1	1.2	4	16	3	7.2	2	6.4	0	0	5	8	0	0	0	0	0	0	2	8	46.8
State Legislation	State of California	The Complete Streets Act (AB 1358)	37,253,956	2008	5	6	5	20	0	0	0	0	5	2	2	3.2	2	1.6	5	8	0	0	1	4	44.8
State Legislation	State of Rhode Island	Chapter 31-18: Pedestrians Section 31-18-21	1,052,567	1997	3	3.6	0	0	5	12	4	12.8	0	0	3	4.8	0	0	0	0	0	0	0	0	33.2
State Legislation	State of Illinois	Public Act 095-065 (SB0314)	12,830,632	2007	3	3.6	0	0	5	12	4	12.8	0	0	0	0	0	0	0	0	0	0	1	4	32.4
State Legislation	State of Wisconsin	State Statutes Section 1918gr. 84.01 (35)	5,686,986	2009	5	6	0	0	3	7.2	4	12.8	0	0	3	4.8	0	0	0	0	0	0	0	0	30.8
State Legislation	State of Washington	Chapter 257, 2011 Laws	6,724,540	2011	1	1.2	2	8	3	7.2	0	0	0	0	2	3.2	3	2.4	5	8	0	0	0	0	30.0
State Legislation	State of Massachusetts	Bicycle-Pedestrian Access Law (Chapter 90E)	6,547,629	1996	3	3.6	0	0	5	12	4	12.8	0	0	0	0	0	0	0	0	0	0	0	0	28.4
State Legislation	State of Colorado	Colorado Statutes 43-1-120 (HB 1147)	5,029,196	2010	5	6	0	0	5	12	3	9.6	0	0	0	0	0	0	0	0	0	0	0	0	27.6
State Legislation	State of Maryland	Maryland Trans. Code Ann. Title 2 subtitle 602, Chapter 145	5,773,552	2010	3	3.6	0	0	5	12	0	0	5	2	0	0	0	0	0	0	0	0	2	8	25.6
State Legislation	State of Oregon	ORS 366.514	3,831,074	1971	5	6	1	4	3	7.2	1	3.2	0	0	3	4.8	0	0	0	0	0	0	0	0	25.2
State Legislation	State of Vermont	State Statutes Chapter 23, Section 2310 (Bill S. 350)	625,741	2008	5	6	0	0	5	12	2	6.4	0	0	0	0	0	0	0	0	0	0	0	0	24.4
State Legislation	State of Florida	Florida Statute 335.065 (Bicycle & Pedestrian Ways)	18,801,310	1984	5	6	0	0	5	12	1	3.2	5	2	0	0	0	0	0	0	0	0	0	0	23.2
State Legislation	State of Maryland	Maryland Trans. Code Ann. Title 2 subtitle 602	5,773,552	2000	3	3.6	0	0	5	12	0	0	5	2	0	0	5	4	0	0	0	0	0	0	21.6
State Resolution																									
State Resolution	South Carolina Department of Transportation	Commission Resolution	4,625,364	2003	3	3.6	0	0	5	12	0	0	0	0	3	4.8	0	0	0	0	0	0	0	0	20.4
State Executive Order																									
State Executive Order	State of Delaware	Executive Order No. 6	897,934	2009	1	1.2	4	16	5	12	0	0	5	2	0	0	5	4	0	0	0	0	1	4	39.2
State Internal Policy																									
State Internal Policy	New Jersey Department of Transportation	Policy No. 703	8,791,894	2009	3	3.6	5	20	5	12	4	12.8	5	2	5	8	3	2.4	5	8	0	0	4	16	84.8
State Internal Policy	Massachusetts Department of Transportation	Healthy Transportation Policy Directive	6,547,629	2013	5	6	2	8	5	12	5	16	5	2	3	4.8	5	4	5	8	5	4	4	16	80.8
State Internal Policy	Louisiana Department of Transportation and Development	Complete Streets Policy	4,533,372	2010	3	3.6	4	16	5	12	5	16	5	2	5	8	3	2.4	5	8	0	0	1	4	72.0
State Internal Policy	California Department of Transportation	Deputy Directive 64-R1	37,253,956	2008	5	6	4	16	5	12	2	6.4	5	2	2	3.2	2	1.6	5	8	0	0	4	16	71.2
State Internal Policy	North Carolina Department of Transportation	Complete Streets Policy	9,535,483	2009	3	3.6	4	16	5	12	5	16	5	2	2	3.2	2	1.6	5	8	0	0	2	8	70.4
State Internal Policy	Michigan Department of Transportation	State Transportation Commission Policy on Complete Streets	9,883,640	2012	1	1.2	5	20	5	12	0	0	5	2	5	8	0	0	5	8	0	0	4	16	67.2
State Internal Policy	Georgia Department of Transportation	Complete Streets Design Policy	9,687,653	2012	5	6	4	16	5	12	4	12.8	5	2	2	3.2	3	2.4	5	8	0	0	0	0	62.4

Category	Location	Policy	Population	Year	Intent		All Users and Modes		Projects and Phases		Exceptions		Network		Jurisdiction		Design Flexibility		Context		Metrics		Implementation Plan		Total Score
					points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	
State Internal Policy	Colorado Department of Transportation	Bicycle and Pedestrian Policy	5,029,196	2009	5	6	0	0	5	12	5	16	0	0	2	3.2	5	4	5	8	0	0	3	12	61.2
State Internal Policy	Pennsylvania Department of Transportation	PennDOT Design Manual 1A (Appendix J: Bicycle and Pedestrian Checklist)	12,702,379	2007	5	6	3	12	5	12	3	9.6	5	2	2	3.2	5	4	5	8	0	0	0	0	56.8
State Internal Policy	Virginia Department of Transportation	Policy for Integrating Bicycle and Pedestrian Accommodations	8,001,024	2004	5	6	1	4	5	12	4	12.8	0	0	0	0	5	4	5	8	0	0	1	4	50.8
State Internal Policy	Tennessee Department of Transportation	Bicycle and Pedestrian Policy	6,346,105	2010	5	6	1	4	3	7.2	1	3.2	5	2	2	3.2	3	2.4	5	8	0	0	0	0	36.0
State Internal Policy	Mississippi Department of Transportation	Bicycle and Pedestrian Policy	2,967,297	2010	1	1.2	1	4	5	12	2	6.4	0	0	0	0	0	0	5	8	0	0	0	0	31.6
State Internal Policy	Texas Department of Transportation	Guidelines Emphasizing Bicycle and Pedestrian Accommodations	25,145,561	2011	3	3.6	2	8	3	7.2	0	0	0	0	0	0	3	2.4	0	0	0	0	0	0	21.2
MPO Resolution																									
MPO Resolution	Hillsborough County Metropolitan Planning Organization (Tampa, FL, area)	Resolution 2012-1	n/a	2012	5	6	4	16	5	12	1	3.2	5	2	5	8	2	1.6	5	8	0	0	5	20	76.8
MPO Resolution	Hillsborough County Metropolitan Planning Organization, FL	Resolution 2012-1	n/a	2012	5	6	4	16	5	12	2	6.4	5	2	2	3.2	0	0	5	8	0	0	2	8	61.6
MPO Resolution	Las Cruces Metropolitan Planning Organization (Las Cruces, NM area)	Resolution 08-10	n/a	2008	3	3.6	3	12	5	12	2	6.4	0	0	2	3.2	2	1.6	5	8	0	0	1	4	50.8
MPO Resolution	San Antonio-Bexar County Metropolitan Planning Organization (San Antonio, TX area)	Resolution Supporting a Complete Streets Policy	n/a	2009	1	1.2	5	20	5	12	0	0	5	2	2	3.2	0	0	5	8	0	0	1	4	50.4
MPO Resolution	La Crosse Area Planning Organization (La Crosse, WI area)	Resolution 7-2011	n/a	2011	1	1.2	3	12	5	12	1	3.2	0	0	5	8	0	0	0	0	5	4	1	4	44.4
MPO Resolution	Santa Fe Metropolitan Planning Organization (Santa Fe, NM area)	Resolution 2007-1	n/a	2007	3	3.6	5	20	5	12	0	0	0	0	2	3.2	0	0	0	0	0	0	0	0	38.8
MPO Resolution	Lawrence-Douglas County Metropolitan Planning Organization (Lawrence County, KS area)	Resolution	n/a	2011	1	1.2	1	4	5	12	0	0	0	0	2	3.2	2	1.6	5	8	0	0	1	4	34.0
MPO Resolution	Region 2 Planning Commission (Jackson, MI area)	Resolution	n/a	2006	3	3.6	4	16	5	12	0	0	0	0	0	0	3	2.4	0	0	0	0	0	0	34.0
MPO Resolution	Morgantown Monongalia Metropolitan Planning Organization (Morgantown, WV area)	Resolution No. 2008-02	n/a	2008	1	1.2	2	8	5	12	0	0	0	0	3	4.8	0	0	5	8	0	0	0	0	34.0
MPO Resolution	Traverse City Transportation and Land Use Study (Traverse City, MI, area)	Resolution No. 13-1	n/a	2013	1	1.2	4	16	0	0	0	0		0	2	3.2	0	0	5	8	0	0	1	4	32.4
MPO Resolution	St. Cloud Area Planning Organization (St. Cloud, MN area)	Resolution 2011-09	n/a	2011	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.2
MPO Resolution	Metropolitan Transportation Board of the Mid-Region Council of Governments (Albuquerque, NM region)	Resolution	n/a	2011	1	1.2	0	0	0	0	0	0	0	0	0	0	0	0	5	8	0	0	1	4	13.2
MPO Policy																									
MPO Policy	Miami Valley Regional Planning Commission (Dayton, OH area)	Regional Complete Streets Policy	n/a	2011	1	1.2	5	20	5	12	4	12.8	5	2	5	8	5	4	5	8	5	4	4	16	88.0
MPO Policy	Mid-Ohio Regional Planning Commission (Columbus, OH area)	Complete Streets Policy	n/a	2010	5	6	5	20	5	12	3	9.6	5	2	5	8	5	4	5	8	0	0	2	8	77.6

Category	Location	Policy	Population	Year	Intent		All Users and Modes		Projects and Phases		Exceptions		Network		Jurisdiction		Design Flexibility		Context		Metrics		Implementation Plan		Total Score
					points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	
MPO Policy	Mid-America Regional Council (Kansas City, MO area)	Complete Streets Policy	n/a	2012	3	3.6	5	20	2	4.8	4	12.8	5	2	2	3.2	3	2.4	5	8	5	4	3	12	72.8
MPO Policy	Bloomington/Monroe County Metropolitan Planning Organization (Bloomington, IN area)	Complete Streets Policy	n/a	2009	5	6	5	20	3	7.2	5	16	5	2	3	4.8	5	4	5	8	0	0	1	4	72.0
MPO Policy	Twin Cities Area Transportation Study (Benton Harbor/St. Joseph area, MI)	Complete Streets Policy	n/a	2012	5	6	5	20	5	12	4	12.8	5	2	3	4.8	5	4	5	8	0	0	0	0	69.6
MPO Policy	Fargo-Moorhead Metropolitan Council	Complete Streets Policy	n/a	2010	3	3.6	5	20	5	12	1	3.2	5	2	5	8	5	4	5	8	0	0	2	8	68.8
MPO Policy	Madison County Council of Governments (Anderson, IN area)	Complete Streets Policy	n/a	2010	5	6	5	20	3	7.2	5	16	5	2	3	4.8	5	4	5	8	0	0	0	0	68.0
MPO Policy	Champaign-Urbana Urbanized Area Transportation Study (Champaign, IL, area)	Complete Streets Policy	n/a	2012	1	1.2	5	20	5	12	4	12.8	0	0	2	3.2	3	2.4	5	8		0	1	4	63.6
MPO Policy	Evansville Metropolitan Planning Organization (Evansville, IN area)	Complete Streets Policy	n/a	2012	3	3.6	1	4	5	12	1	3.2	5	2	5	8	3	2.4	5	8	5	4	4	16	63.2
MPO Policy	Rochester-Olmsted Council of Governments (Rochester, MN area)	Resolution No. 11-1	n/a	2011	5	6	5	20	3	7.2	1	3.2	5	2	5	8	5	4	5	8	0	0	1	4	62.4
MPO Policy	Wilmington Area Planning Council (Wilmington, DE area)	Regional Transportation Plan 2030 Update	n/a	2007	5	6	2	8	5	12	1	3.2	5	2	3	4.8	5	4	5	8	0	0	3	12	60.0
MPO Policy	Regional Transportation Commission of Southern Nevada (Las Vegas, NV area)	Policy for Complete Streets	n/a	2012	1	1.2	5	20	5	12	1	3.2	0	0	0	0	5	4	5	8	0	0	1	4	52.4
MPO Policy	Northwestern Indiana Regional Planning Commission (Portage, IN area)	Complete Streets Guidelines	n/a	2010	1	1.2	3	12	5	12	1	3.2	5	2	5	8	3	2.4	5	8	0	0	0	0	48.8
MPO Policy	Metropolitan Washington Council of Governments (Washington, DC area)	Complete Streets Policy	n/a	2012		0	5	20	2	4.8	1	3.2	0	0	2	3.2	2	1.6	5	8	0	0	2	8	48.8
MPO Policy	Space Coast Transportation Planning Organization (Viera, FL area)	Resolution 11-12	n/a	2011	3	3.6	2	8	5	12	1	3.2	5	2	5	8	3	2.4	5	8	0	0	0	0	47.2
MPO Policy	Bi-State Regional Commission (Quad Cities area)	Complete Streets Policy	n/a	2008	3	3.6	4	16	5	12	0	0	0	0	3	4.8	2	1.6	5	8	0	0	0	0	46.0
MPO Policy	Northeast Ohio Areawide Coordinating Agency (Cleveland, OH area)	Regional Transportation Investment Policy	n/a	2003	5	6	2	8	3	7.2	2	6.4	0	0	3	4.8	3	2.4	5	8	0	0	0	0	42.8
MPO Policy	Wasatch Front Regional Council (Salt Lake City, UT, area)	Complete Streets Vision, Mission, and Principles	n/a	2013	3	3.6	5	20	0	0	0	0	5	2	2	3.2	2	1.6	5	8	0	0	1	4	42.4
MPO Policy	Metropolitan Transportation Commission (San Francisco Bay area)	Regional Policy for the Accommodation of Non-Motorized Travelers	n/a	2006	3	3.6	1	4	3	7.2	0	0	0	0	3	4.8	0	0	0	0	0	0	5	20	39.6
MPO Policy	Community Planning Association of Southwest Idaho (Boise, ID area)	Complete Streets Policy	n/a	2009	1	1.2	4	16	3	7.2	0	0	0	0	0	0	2	1.6	5	8	0	0	0	0	34.0
MPO Policy	Johnson County Council of Governments (Iowa City, IA area)	Complete Streets Policy	n/a	2006	5	6	0	0	3	7.2	0	0	0	0	3	4.8	2	1.6	0	0	0	0	0	0	19.6

Category	Location	Policy	Population	Year	Intent		All Users and Modes		Projects and Phases		Exceptions		Network		Jurisdiction		Design Flexibility		Context		Metrics		Implementation Plan		Total Score
					points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	
County Legislation																									
County Legislation	Cook County, IL	Ordinance	5,194,675	2011	3	3.6	4	16	5	12	4	12.8	5	2	2	3.2	0	0	5	8	5	4	4	16	77.6
County Legislation	Honolulu, HI	Bill No. 26 (2012)	953,207	2012	1	1.2	4	16	5	12	4	12.8	0	0	2	3.2	5	4	5	8	5	4	4	16	77.2
County Legislation	Salt Lake County, UT	Ordinance No. 1672	1,029,655	2010	5	6	5	20	5	12	3	9.6	0	0	3	4.8	5	4	5	8	0	0	0	0	64.4
County Legislation	Montgomery County, MD	County Code Chapter 49, Streets and Roads	971,777	2007	5	6	4	16	3	7.2	1	3.2	5	2	0	0	5	4	5	8	0	0	0	0	46.4
County Legislation	Westchester County, NY	Act 2013-170	949,113	2013	1	1.2	5	20	3	7.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.4
County Resolution																									
County Resolution	Wilkin County, MN	Resolution	6,576	2011	3	3.6	5	20	5	12	4	12.8	5	2	0	0	5	4	5	8	0	0	3	12	74.4
County Resolution	Lee County, FL	Resolution No. 09-11-13	618,754	2009	5	6	1	4	5	12	4	12.8	0	0	2	3.2	5	4	5	8	0	0	4	16	66.0
County Resolution	Dona Ana County, NM	Resolution 09-114	209,233	2009	5	6	4	16	5	12	2	6.4	5	2	0	0	3	2.4	5	8	0	0	3	12	64.8
County Resolution	Clay County, MN	Resolution 2011-49	58,999	2011	3	3.6	5	20	5	12	1	3.2	5	2	2	3.2	5	4	5	8	0	0	1	4	60.0
County Resolution	Monmouth County, NJ	Resolution	630,380	2010	3	3.6	3	12	5	12	4	12.8	5	2	2	3.2	3	2.4	0	0	0	0	1	4	52.0
County Resolution	Kauai, HI	Resolution No. 2010-48 Draft 1	67,091	2010	5	6	4	16	5	12	1	3.2	0	0	2	3.2	0	0	0	0	0	0	2	8	48.4
County Resolution	Essex County, NJ	Resolution	783,969	2012	3	3.6	3	12	5	12	4	12.8	0	0	0	0	3	2.4	0	0	0	0	1	4	46.8
County Resolution	Hudson County, NJ	Resolution 278-5-2012	634,266	2012	5	6	1	4	5	12	4	12.8	0	0	0	0	5	4	5	8	0	0	0	0	46.8
County Resolution	Hennepin County, MN	Resolution No. 09-0058R1	1,152,425	2009	1	1.2	5	20	3	7.2	0	0	0	0	2	3.2	2	1.6	0	0	0	0	2	8	41.2
County Resolution	Richland County, SC	Resolution to Endorse and Support a Complete Streets Policy	384,504	2009	3	3.6	2	8	5	12	0	0	0	0	0	0	2	1.6	5	8	0	0	1	4	37.2
County Resolution	Johnson County, KS	Resolution No. 041-11	544,179	2011	1	1.2	5	20	5	12	0	0	0	0	2	3.2	0	0	0	0	0	0	0	0	36.4
County Resolution	Erie County, NY	Resolution	919,040	2008	3	3.6	4	16	3	7.2	1	3.2	0	0	2	3.2	3	2.4	0	0	0	0	0	0	35.6
County Resolution	Suffolk County, NY	Resolution	1,493,350	2012	3	3.6	5	20	0	0	1	3.2	0	0	0	0	0	0	5	8	0	0	0	0	34.8
County Resolution	Jackson County, MI	Resolution	160,248	2006	3	3.6	4	16	5	12	0	0	0	0	0	0	3	2.4	0	0	0	0	0	0	34.0
County Resolution	Spartanburg County, SC	Resolution No. 07-30	284,307	2007	3	3.6	3	12	5	12	0	0	0	0	0	0	3	2.4	0	0	0	0	0	0	30.0
County Resolution	La Plata County, CO	Resolution No 2007-33	51,334	2007	1	1.2	4	16	5	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.2
County Resolution	Middlesex County, NJ	Resolution 12-1316-R	809,858	2012	1	1.2	4	16	5	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.2
County Resolution	Ulster County, NY	Resolution No. 229-09	182,493	2009	5	6	0	0	5	12	2	6.4	5	2	0	0	3	2.4	0	0	0	0	0	0	28.8
County Resolution	Grand Traverse County Road Commmission, MI	Resolution 13-08-03	89,986	2013	1	1.2	4	16	0	0	0	0	0	0	2	3.2	0	0	0	0	0	0	1	4	24.4
County Resolution	Allegany County, NY	Complete Streets Policy	48,946	2010	1	1.2	4	16	0	0	0	0	5	2	3	4.8	0	0	0	0	0	0	0	0	24.0
County Resolution	Cattaraugus County, NY	Complete Streets Policy	80,317	2009	1	1.2	4	16	0	0	0	0	0	0	3	4.8	0	0	0	0	0	0	0	0	22.0
County Resolution	Maui County, HI	Resolution	154,834	2012	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	21.2
County Resolution	Pierce County, WA	Resolution 2008-86s	795,225	2008	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	21.2
County Resolution	Nassau County, NY	Resolution	1,339,532	2013	3	3.6	3	12	0	0	1	3.2	0	0	0	0	2	1.6	0	0	0	0	0	0	20.4
County Resolution	DuPage County, IL	Healthy Roads Initiative	916,924	2004	1	1.2	0	0	3	7.2	0	0	0	0	0	0	2	1.6	5	8	0	0	0	0	18.0
County Tax Ordinance																									
County Tax Ordinance	San Diego County, CA	Transnet Tax Extension (Proposition A)	3,095,313	2004	5	6	2	8	3	7.2	5	16	0	0	3	4.8	3	2.4	5	8	0	0	0	0	52.4

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					points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	
County Tax Ordinance	Sacramento County, CA	Ordinance No. STA 04-01	1,418,788	2004	3	3.6	2	8	5	12	0	0	0	0	3	4.8	0	0	0	0	0	0	0	0	28.4
County Internal Policy																									
County Internal Policy	Cobb County, GA	Complete Streets Policy	688,078	2009	3	3.6	4	16	5	12	0	0	0	0	0	0	3	2.4	0	0	0	0	0	0	34.0
County Internal Policy	Marin County, CA	Best Practice Directive for Inclusion of Multi-Modal Elements into Improvement Projects	252,409	2007	3	3.6	2	8	5	12	2	6.4	0	0	0	0	0	0	0	0	0	0	0	0	30.0
County Policy																									
County Policy	Baltimore County, MD	Resolution 126-13	805,029	2013	3	3.6	4	16	5	12	4	12.8	5	2	5	8	5	4	5	8	5	4	4	16	86.4
County Policy	Hennepin County, MN	Complete Streets Policy	1,152,425	2009	3	3.6	5	20	5	12	4	12.8	5	2	2	3.2	5	4	5	8	0	0	4	16	81.6
County Policy	Ada County Highway District, ID	Resolution No. 895	392,365	2009	5	6	5	20	5	12	4	12.8	5	2	0	0	2	1.6	5	8	0	0	0	0	62.4
County Policy	Alameda County, CA	Complete Streets Policy	1,510,271	2012	1	1.2	5	20	5	12	3	9.6	5	2	2	3.2	5	4	5	8	0	0	0	0	60.0
County Policy	Richland County, SC	Complete Streets Program Goals and Objectives & Ordinance No. 017-11HR	384,504	2010	3	3.6	4	16	3	7.2	0	0	0	0	5	8	0	0	0	0	5	4	4	16	54.8
County Policy	Road Commission for Oakland County, MI	Complete Streets General Guidelines	1,202,362	2012	1	1.2	5	20	2	4.8	1	3.2	5	2	2	3.2	3	2.4	5	8	0	0	2	8	52.8
County Policy	Richland County, SC	Complete Streets Program Goals and Objectives	384,504	2010	3	3.6	4	16	3	7.2	0	0	0	0	5	8	0	0	0	0	5	4	3	12	50.8
County Policy	Essex County, NY	Complete Streets Policy	39,370	2012	1	1.2	4	16	5	12	1	3.2	5	2	2	3.2	3	2.4	5	8	0	0	0	0	48.0
County Policy	Polk County, FL	Complete Streets Policy	602,095	2012	1	1.2	5	20	5	12	0	0	5	2	0	0	3	2.4	5	8			0	0	0	0	45.6
City Legislation																									
City Legislation	Indianapolis, IN	Chapter 431, Article VIII	820,445	2012	5	6	5	20	5	12	4	12.8	5	2	5	8	5	4	5	8	5	4	4	16	92.8
City Legislation	Ocean Shores, WA	Ordinance No. 916	5,569	2012	5	6	5	20	5	12	4	12.8	5	2	5	8	5	4	5	8	0	0	3	12	84.8
City Legislation	Crystal City, MO	Ordinance	4,855	2010	3	3.6	5	20	5	12	5	16	5	2	5	8	2	1.6	5	8	0	0	3	12	83.2
City Legislation	Oak Park, IL	Complete Streets Policy	51,878	2012	5	6	4	16	5	12	5	16	5	2	0	0	5	4	5	8	5	4	3	12	80.0
City Legislation	Rancho Cucamonga, CA	Ordinance No. 857	165,269	2012	1	1.2	5	20	5	12	4	12.8	0	0	5	8	0	0	0	0	5	4	5	20	78.0
City Legislation	Leslie, MI	Ordinance No. 202	1,851	2012	5	6	4	16	5	12	4	12.8	5	2	5	8	0	0	0	0	5	4	4	16	76.8
City Legislation	Blue Island, IL	Ordinance	23,706	2011	5	6	5	20	5	12	4	12.8	5	2	2	3.2	5	4	5	8	5	4	1	4	76.0
City Legislation	Clayton, MO	Bill No. 6294	15,939	2012	1	1.2	4	16	5	12	5	16	5	2	5	8	0	0	5	8	0	0	3	12	75.2
City Legislation	Herculaneum, MO	Ordinance No. 33-2010	3,468	2010	3	3.6	5	20	5	12	1	3.2	5	2	5	8	2	1.6	5	8	0	0	4	16	74.4
City Legislation	Berwyn, IL	Ordinance No. 11-40	56,657	2011	3	3.6	5	20	5	12	5	16	0	0	2	3.2	3	2.4	0	0	0	0	4	16	73.2
City Legislation	Meridian Charter Township, MI	Ordinance 2012-06	39,688	2012	1	1.2	5	20	5	12	4	12.8	5	2	5	8	0	0	0	0	5	4	3	12	72.0
City Legislation	New Orleans, LA	Ordinance No. 24706	343,829	2011	3	3.6	2	8	5	12	5	16	0	0	2	3.2	5	4	5	8	0	0	4	16	70.8
City Legislation	Concord, NC	Ordinance No. 12-89	79,066	2012	3	3.6	4	16	5	12	4	12.8	5	2	5	8	5	4	5	8	0	0	0	0	66.4
City Legislation	Somerville, MA	Chapter 12, Article VII	75,754	2012	5	6	4	16	5	12	1	3.2	5	2	2	3.2	3	2.4	5	8	0	0	3	12	64.8
City Legislation	Hailey, ID	Ordinance No 1116	7,960	2012	5	6	4	16	5	12	4	12.8	0	0	3	4.8	5	4	5	8	0	0	0	0	63.6
City Legislation	Delhi Township, MI	Ordinance 123	25,877	2012	3	3.6	5	20	5	12	4	12.8	5	2	5	8	0	0	0	0	0	0	1	4	62.4
City Legislation	Spokane, WA	Ordinance	208,916	2011	3	3.6	5	20	5	12	2	6.4	5	2	0	0	3	2.4	5	8	0	0	2	8	62.4
City Legislation	La Crosse, WI	Ordinance No. 4627	51,320	2011	1	1.2	5	20	5	12	1	3.2	5	2	3	4.8	2	1.6	0	0	5	4	3	12	60.8

Category	Location	Policy	Population	Year	Intent		All Users and Modes		Projects and Phases		Exceptions		Network		Jurisdiction		Design Flexibility		Context		Metrics		Implementation Plan		Total Score
					points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	
City Legislation	Ojai, CA	Complete Streets Policy	7,461	2012	1	1.2	4	16	5	12	0	0	5	2	2	3.2	3	2.4	5	8	5	4	3	12	60.8
City Legislation	Norway, MI	Ordinance #402	2,845	2012	5	6	4	16	3	7.2	4	12.8	5	2	0	0	5	4	5	8	0	0	1	4	60.0
City Legislation	East Lansing, MI	Ordinance No. 1277	48,579	2012	1	1.2	4	16	5	12	4	12.8	0	0	5	8	0	0	0	0	0	0	2	8	58.0
City Legislation	Lansing Township, MI	Ordinance	8,126	2011	1	1.2	4	16	5	12	4	12.8	0	0	5	8	0	0	0	0	0	0	2	8	58.0
City Legislation	DeSoto, MO	Bill No. 45-08 (Amending Municipal Code Section 410.020)	6,400	2008	5	6	4	16	5	12	2	6.4	0	0	3	4.8	0	0	5	8	0	0	1	4	57.2
City Legislation	Seattle, WA	Ordinance No. 122386	608,660	2007	5	6	4	16	5	12	1	3.2	5	2	0	0	2	1.6	5	8	0	0	2	8	56.8
City Legislation	Airway Heights, WA	Ordinance C-720	6,114	2010	1	1.2	5	20	3	7.2	4	12.8	5	2	0	0	0	0	5	8	0	0	1	4	55.2
City Legislation	Renton, WA	Ordinance No. 5517	90,927	2009	5	6	5	20	3	7.2	4	12.8	0	0	3	4.8	5	4	0	0	0	0	0	0	54.8
City Legislation	Rochester, NY	Ordinance	210,565	2011	5	6	4	16	5	12	1	3.2	5	2	0	0	3	2.4	5	8	0	0	1	4	53.6
City Legislation	Cleveland, OH	Ordinance No. 798-11	396,815	2011	1	1.2	4	16	5	12	4	12.8	0	0	2	3.2	5	4	0	0	0	0	1	4	53.2
City Legislation	Ypsilanti, MI	Ordinance	19,435	2011	3	3.6	3	12	5	12	4	12.8	5	2	5	8	3	2.4	0	0	0	0	0	0	52.8
City Legislation	Ferguson, MO	Bill Amending Article 1 of Chapter 40 of the Municipal Code	1,677	2008	3	3.6	4	16	5	12	1	3.2	5	2	2	3.2	0	0	5	8	0	0	1	4	52.0
City Legislation	Point Pleasant, NJ	Ordinance	18,392	2011	3	3.6	3	12	3	7.2	4	12.8	5	2	0	0	3	2.4	0	0	0	0	3	12	52.0
City Legislation	Dexter, MI	Ordinance No. 2010-05	4,067	2010	3	3.6	4	16	3	7.2	4	12.8	0	0	0	0	5	4	5	8	0	0	0	0	51.6
City Legislation	Gladstone, MI	Ordinance No. 586	4,973	2012	3	3.6	4	16	3	7.2	4	12.8	0	0	0	0	5	4	5	8	0	0	0	0	51.6
City Legislation	Houghton, MI	Ordinance	7,708	2010	3	3.6	4	16	3	7.2	4	12.8	0	0	0	0	5	4	5	8	0	0	0	0	51.6
City Legislation	Ironwood, MI	Ordinance No. 490	5,387	2011	3	3.6	4	16	3	7.2	4	12.8	0	0	0	0	5	4	5	8	0	0	0	0	51.6
City Legislation	Saline, MI	Ordinance No. 731	8,810	2010	3	3.6	4	16	3	7.2	4	12.8	0	0	0	0	5	4	5	8	0	0	0	0	51.6
City Legislation	St. Ignace, MI	Ordinance No. 627	2,452	2011	3	3.6	4	16	3	7.2	4	12.8	0	0	0	0	5	4	5	8	0	0	0	0	51.6
City Legislation	Taylor, MI	Ordinance No.	63,131	2010	3	3.6	4	16	3	7.2	4	12.8	0	0	0	0	5	4	5	8	0	0	0	0	51.6
City Legislation	North Myrtle Beach, SC	Ordinance	13,752	2009	5	6	4	16	0	0	3	9.6	5	2	3	4.8	5	4	5	8	0	0	0	0	50.4
City Legislation	Cairo, WV	Ordinance	281	2011	1	1.2	2	8	5	12	4	12.8	0	0	5	8	0	0	0	0	0	0	2	8	50.0
City Legislation	Elizabeth, WV	Ordinance	823	2011	1	1.2	2	8	5	12	4	12.8	0	0	5	8	0	0	0	0	0	0	2	8	50.0
City Legislation	Ellenboro, WV	Ordinance	363	2011	1	1.2	2	8	5	12	4	12.8	0	0	5	8	0	0	0	0	0	0	2	8	50.0
City Legislation	St. Louis, MO	Board Bill No. 7	319,294	2010	1	1.2	4	16	5	12	1	3.2	5	2	2	3.2	0	0	5	8	0	0	1	4	49.6
City Legislation	Buffalo, NY	Complete Streets Policy	261,310	2008	5	6	3	12	5	12	4	12.8	0	0	0	0	3	2.4	0	0	0	0	1	4	49.2
City Legislation	Milledgeville, GA	Ordinance No. O-1305-007	29,808	2013	1	1.2	5	20	3	7.2	1	3.2	5	2	2	3.2	5	4	5	8	0	0	0	0	48.8
City Legislation	Williamston, MI	Ordinance No. 325	3,854	2011	3	3.6	5	20	3	7.2	4	12.8	0	0	0	0	0	0	0	0	0	0	1	4	47.6
City Legislation	Lathrup Village, MI	Ordinance No. 421-11	4,075	2011	3	3.6	3	12	5	12	4	12.8	0	0	0	0	3	2.4	0	0	0	0	1	4	46.8
City Legislation	Alpena, MI	Ordinance 11-414	10,483	2011	1	1.2	4	16	3	7.2	5	16	5	2	0	0	0	0	0	0	0	0	1	4	46.4
City Legislation	Ferndale, MI	Ordinance No. 1101	19,900	2010	1	1.2	4	16	3	7.2	5	16	5	2	0	0	0	0	0	0	0	0	1	4	46.4
City Legislation	Philadelphia, PA*	Bill No. 12053201	1,526,006	2012	3	3.6	4	16	5	12	0	0	5	2	3	4.8	5	4	0	0	0	0	1	4	46.4
City Legislation	Columbia, MO	Ordinance 018097	108,500	2004	3	3.6	0	0	5	12	3	9.6	5	2	3	4.8	5	4	5	8	0	0	0	0	44.0
City Legislation	Salt Lake City, UT	Ordinance No. 4-10	186,440	2010	5	6	1	4	5	12	5	16	5	2	0	0	5	4	0	0	0	0	0	0	44.0

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					points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	
City Legislation	Conway, SC	Unified Development Ordinance, Article 7 – Streets and Circulation	17,103	2011	5	6	3	12	0	0	5	16	5	2	3	4.8	3	2.4	0	0	0	0	0	0	43.2
City Legislation	Pittsfield Township, MI	Ordinance No. 294	34,663	2011	3	3.6	3	12	5	12	0	0	5	2	5	8	0	0	0	0	0	0	1	4	41.6
City Legislation	Oakland, CA	Ordinance No. 13153	390,724	2013	3	3.6	5	20	5	12	0	0	0	0	3	4.8	0	0	0	0	0	0	0	0	40.4
City Legislation	Albany, NY	Ordinance	594,962	2013	1	1.2	4	16	5	12	1	3.2	0	0	0	0	0	0	0	0	0	0	2	8	40.4
City Legislation	White Salmon, WA	Ordinance No. 2013-03-913	2,224	2013	5	6	4	16	5	12	1	3.2	5	2	0	0	0	0	0	0	0	0	0	0	39.2
City Legislation	Jamestown, NY	Ordinance	31,146	2012	1	1.2	1	4	3	7.2	5	16	0	0	2	3.2	3	2.4	0	0	0	0	1	4	38.0
City Legislation	San Francisco, CA	Public Works Code 2.4.13 (Ordinance No. 209-05)	805,235	2008	5	6	2	8	5	12	0	0	0	0	2	3.2	0	0	0	0	0	0	2	8	37.2
City Legislation	Bremerton, WA	Ordinance	37,729	2012	5	6	3	12	0	0	4	12.8	0	0	0	0	0	0	0	0	0	0	1	4	34.8
City Legislation	Urbana, IL	Ordinance No. 2011-11-11 amending the 2005 Comprehensive Plan	41,520	2011	1	1.2	4	16	5	12	0	0	0	0	0	0	0	0	0	0	0	0	1	4	33.2
City Legislation	Mountlake Terrace, WA	Mountlake Terrace Municipal Code 19.95.939(E)	19,909	2012	1	1.2	2	8	3	7.2	4	12.8	0	0	0	0	0	0	0	0	0	0	1	4	33.2
City Legislation	Conway, AR	Ordinance No. O-09-56	58,905	2009	5	6	4	16	3	7.2	1	3.2	0	0	0	0	0	0	0	0	0	0	0	0	32.4
City Legislation	Lansing, MI	Ordinance No. 1145	114,297	2009	1	1.2	4	16	3	7.2	0	0	5	2	0	0	0	0	0	0	0	0	1	4	30.4
City Legislation	Bellevue, NE	Ordinance	50,137	2011	5	6	2	8	0	0	1	3.2	0	0	0	0	0	0	0	0	5	4	2	8	29.2
City Legislation	Burien, WA	Ordinance No. 599	33,313	2011	5	6	2	8	3	7.2	1	3.2	0	0	0	0	0	0	0	0	0	0	0	0	24.4
City Legislation	Redmond, WA	Redmond Municipal Code Chapter 12.06: Complete the Streets	54,144	2007	3	3.6	2	8	3	7.2	1	3.2	5	2	0	0	0	0	0	0	0	0	0	0	24.0
City Legislation	Honolulu, HI	Revised Charter of Honolulu Sections 6-1703, 6-1706	337,256	2006	3	3.6	1	4	5	12	0	0	0	0	0	0	0	0	0	0	0	0	1	4	23.6
City Legislation	Issaquah, WA	Issaquah Municipal Code Chapter 12.10: Complete Streets (Ordinance No. 2514)	30,434	2007	3	3.6	0	0	3	7.2	4	12.8	0	0	0	0	0	0	0	0	0	0	0	0	23.6
City Legislation	Edmonds, WA	Ordinance No. 3842	39,709	2011	5	6	2	8	0	0	1	3.2	0	0	0	0	0	0	0	0	0	0	1	4	21.2
City Legislation	Toledo, OH	Toledo Municipal Code, Chapter 901 (Ordinance 656-10)	287,208	2012	3	3.6	2	8	3	7.2	0	0	0	0	0	0	2	1.6	0	0	0	0	0	0	20.4
City Legislation	Moses Lake, WA	Ordinance 2644	20,366	2012	5	6	1	4	3	7.2	1	3.2	0	0	0	0	0	0	0	0	0	0	0	0	20.4
City Legislation	San Francisco, CA	Transit First Policy	805,235	1995	3	3.6	2	8	0	0	0	0	0	0	0	0	2	1.6	0	0	0	0	1	4	17.2
City Legislation	Kirkland, WA	Ordinance No. 4061	48,787	2006	5	6	0	0	3	7.2	1	3.2	0	0	0	0	0	0	0	0	0	0	0	0	16.4
City Legislation	Sedro-Woolley, WA	Ordinance	10,540	2010	5	6	0	0	3	7.2	1	3.2	0	0	0	0	0	0	0	0	0	0	0	0	16.4
City Legislation	Columbus, OH	Ordinance No. 1987-2008	787,033	2008	5	6	0	0	0	0	0	0	5	2	3	4.8	3	2.4	0	0	0	0	0	0	15.2
City Legislation	Albert Lea, MN	Subdivison Ordinance Section 129 (t) (Ordinance No. 124, 4d)	18,016	2009	1	1.2	1	4	0	0	0	0	5	2	3	4.8	2	1.6	0	0	0	0	0	0	13.6
City Resolution																									
City Resolution	Northfield, MN	Resolution 2012-017	20,007	2012	5	6	5	20	5	12	5	16	5	2	2	3.2	5	4	5	8	0	0	3	12	83.2
City Resolution	Suisun City, CA	Resolution	28,111	2012	5	6	5	20	5	12	4	12.8	5	2	5	8	0	0	5	8	0	0	3	12	80.8
City Resolution	Birmingham, AL	Resolution	212,237	2011	5	6	5	20	5	12	5	16	5	2	2	3.2	5	4	5	8	0	0	2	8	79.2
City Resolution	Lawrence Township, NJ	Resoluion No. 336-10	33,472	2010	5	6	4	16	5	12	5	16	5	2	2	3.2	5	4	5	8	0	0	3	12	79.2
City Resolution	Trenton, NJ	Resolution No. 12-121	84,913	2012	5	6	4	16	3	7.2	5	16	5	2	2	3.2	5	4	5	8	0	0	4	16	78.4
City Resolution	Bellevue, NE	Resolution	50,137	2011	5	6	4	16	5	12	5	16	0	0	0	0	5	4	0	0	0	0	4	16	78.0
City Resolution	Suisunn City, CA	Resolution	28,111	2012	5	6	5	20	5	12	4	12.8	5	2	5	8	0	0	5	8	0	0	2	8	76.8

Category	Location	Policy	Population	Year	Intent		All Users and Modes		Projects and Phases		Exceptions		Network		Jurisdiction		Design Flexibility		Context		Metrics		Implementation Plan		Total Score
					points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	
City Resolution	Montevallo, AL	Resolution 04222013-400	6,823	2013	5	6	5	20	5	12	4	12.8	5	2	2	3.2	5	4	5	8	0	0	2	8	76.0
City Resolution	Missoula, MT	Resolution No. 7473, Providing for a Complete Streets Policy	66,788	2009	5	6	4	16	5	12	5	16	0	0	0	0	2	1.6	5	8	0	0	4	16	75.6
City Resolution	Battle Lake, MN	Resolution No. 06-14-2011	875	2011	3	3.6	5	20	5	12	4	12.8	5	2	0	0	5	4	5	8	0	0	3	12	74.4
City Resolution	Pipestone, MN	Resolution	4,317	2011	3	3.6	5	20	5	12	4	12.8	5	2	0	0	5	4	5	8	0	0	3	12	74.4
City Resolution	St. Cloud, MN	Resolution 2011-11-164	65,842	2011	3	3.6	5	20	5	12	4	12.8	5	2	0	0	5	4	5	8	0	0	3	12	74.4
City Resolution	Camden, NJ	Resolution	77,344	2013	1	1.2	4	16	5	12	5	16	5	2	2	3.2	5	4	5	8	0	0	3	12	74.4
City Resolution	Linden, NJ	Resolution 2013-375	40,499	2013	1	1.2	4	16	5	12	5	16	5	2	2	3.2	5	4	5	8	0	0	3	12	74.4
City Resolution	Lee's Summit, MO	Resolution No. 10-17	91,364	2010	1	1.2	5	20	5	12	5	16	5	2	5	8	2	1.6	5	8	0	0	1	4	72.8
City Resolution	Dobbs Ferry, NY	Resolution No. 14-2012	10,875	2012	3	3.6	3	12	5	12	4	12.8	5	2	3	4.8	5	4	5	8	0	0	3	12	71.2
City Resolution	Maynard, MA	Complete Streets Resolution	10,106	2013	1	1.2	5	20	5	12	4	12.8	5	2	3	4.8	3	2.4	0	0	0	0	4	16	71.2
City Resolution	Onalaska, WI	Resolution No. 25-2012	17,736	2012	1	1.2	5	20	5	12	4	12.8	5	2	2	3.2	5	4	5	8	0	0	3	12	71.2
City Resolution	Lemont, IL	Resolution	16,000	2011	1	1.2	3	12	5	12	5	16	5	2	2	3.2	0	0	5	8	0	0	4	16	70.4
City Resolution	Bozeman, MT	Resolution No. 4244	37,280	2010	5	6	4	16	5	12	4	12.8	5	2	5	8	2	1.6	0	0	0	0	3	12	70.4
City Resolution	Chatham Borough, NJ	Resolution No. 12-195	8,962	2012	1	1.2	4	16	5	12	4	12.8	5	2	0	0	3	2.4	5	8	5	4	3	12	70.4
City Resolution	Breckenridge, MN	Resolution No. 12092-42/2011	3,386	2011	3	3.6	5	20	3	7.2	4	12.8	5	2	0	0	5	4	5	8	0	0	3	12	69.6
City Resolution	Winter Park, FL	Resolution No 2083-11	27,852	2011	3	3.6	4	16	5	12	4	12.8	0	0	2	3.2	2	1.6	5	8	5	4	2	8	69.2
City Resolution	Red Wing, MN	Resolution No. 6196	16,459	2011	1	1.2	5	20	5	12	4	12.8	0	0	2	3.2	0	0	5	8	0	0	3	12	69.2
City Resolution	Rye, City of, NY	Resolution	15,720	2013	3	3.6	5	20	5	12	4	12.8	5	2	0	0	2	1.6	5	8	0	0	2	8	68.0
City Resolution	Byron, MN	Resolution	4,914	2010	3	3.6	5	20	5	12	4	12.8	5	2	0	0	5	4	5	8	0	0	1	4	66.4
City Resolution	Ottertail (city), MN	Resolution 2013-02	572	2013	3	3.6	5	20	5	12	4	12.8	5	2	0	0	5	4	5	8	0	0	1	4	66.4
City Resolution	Parkers Prairie (city), MN	Resolution 13-06	1,011	2013	3	3.6	5	20	5	12	4	12.8	5	2	0	0	5	4	5	8	0	0	1	4	66.4
City Resolution	Stewartville, MN	Resolution 2010-32	5,916	2010	3	3.6	5	20	5	12	4	12.8	5	2	0	0	5	4	5	8	0	0	1	4	66.4
City Resolution	Worthington, MN	Resolution Establishing a Complete Streets Policy	12,764	2013	3	3.6	5	20	5	12	4	12.8	5	2	0	0	5	4	5	8	0	0	1	4	66.4
City Resolution	Hoffman Estates, IL	Resolution	51,895	2011	1	1.2	5	20	5	12	5	16	0	0	2	3.2	0	0	5	8	0	0	1	4	64.4
City Resolution	Grandview, MO	Resolution 2011-24	24,475	2011	1	1.2	4	16	5	12	5	16	0	0	2	3.2	5	4	5	8	0	0	1	4	64.4
City Resolution	Pevely, MO	Resolution	5,484	2010	1	1.2	2	8	5	12	5	16	5	2	2	3.2	2	1.6	5	8	0	0	3	12	64.0
City Resolution	Kansas City, KS	Resolution No. 22-11	145,786	2011	1	1.2	4	16	5	12	3	9.6	0	0	5	8	0	0	0	0	0	0	4	16	62.8
City Resolution	Baltimore, MD	Council Bill 09-0433	620,961	2010	5	6	3	12	5	12	4	12.8	0	0	0	0	0	0	0	0	5	4	4	16	62.8
City Resolution	Fergus Falls, MN	Resolution No. 141-2012	13,138	2012	3	3.6	5	20	5	12	4	12.8	5	2	0	0	5	4	5	8	0	0	0	0	62.4
City Resolution	Frazee, MN	Resolution 0813-12A	1,350	2012	3	3.6	5	20	5	12	4	12.8	5	2	0	0	5	4	5	8	0	0	0	0	62.4
City Resolution	Blue Springs, MO	Resolution	52,575	2011	1	1.2	4	16	5	12	5	16	0	0	2	3.2	2	1.6	5	8	0	0	1	4	62.0
City Resolution	Cranford Township, NJ	Resolution 2013-293	22,625	2013	1	1.2	4	16	3	7.2	2	6.4	5	2	2	3.2	5	4	5	8	0	0	3	12	60.0
City Resolution	Netcong, NJ	Resolution 2010-96	3,232	2010	1	1.2	5	20	5	12	4	12.8	5	2	0	0	0	0	0	0	0	0	3	12	60.0
City Resolution	Cape May, NJ	Resolution No. 189-08-2012	3,607	2012	3	3.6	4	16	5	12	4	12.8	0	0	0	0	3	2.4	5	8	0	0	1	4	58.8
City Resolution	Helena, MT	Resolution No. 19799	28,190	2010	1	1.2	4	16	5	12	0	0	5	2	2	3.2	0	0	0	0	5	4	5	20	58.4

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					points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	
City Resolution	Downe Township, NJ	Resolution R-97-2013	1,585	2013	5	6	4	16	3	7.2	4	12.8	0	0	0	0	5	4	5	8	0	0	1	4	58.0
City Resolution	Forest Park, IL	Resolution	14,167	2011	3	3.6	4	16	5	12	2	6.4	0	0	2	3.2	0	0	0	0	5	4	3	12	57.2
City Resolution	West Jefferson, NC	Resolution	1,293	2011	1	1.2	4	16	5	12	4	12.8	0	0	2	3.2	0	0	0	0	0	0	3	12	57.2
City Resolution	Dilworth, MN	Resolution 11-09	4,024	2011	3	3.6	5	20	5	12	1	3.2	5	2	0	0	5	4	5	8	0	0	1	4	56.8
City Resolution	Lewisboro, NY	Policy	12,411	2011	3	3.6	5	20	3	7.2	1	3.2	5	2	3	4.8	5	4	5	8	0	0	1	4	56.8
City Resolution	Riverdale, IL	Resolution	13,549	2012	1	1.2	5	20	5	12	5	16	0	0	2	3.2	0	0	0	0	0	0	1	4	56.4
City Resolution	Sandpoint, ID	Resolution	7,365	2010	5	6	4	16	5	12	1	3.2	5	2	2	3.2	5	4	5	8	0	0	0	0	54.4
City Resolution	West Salem, WI	Resolution No. 2.11	4,799	2011	5	6	5	20	5	12	2	6.4	5	2	0	0	5	4	0	0	0	0	1	4	54.4
City Resolution	Belton, MO	Resolution R2012-03	23,116	2012	1	1.2	2	8	5	12	5	16	0	0	2	3.2	2	1.6	5	8	0	0	1	4	54.0
City Resolution	Lacey, NJ	Resolution No. 2012-223	27,644	2012	5	6	3	12	3	7.2	4	12.8	0	0	0	0	5	4	5	8	0	0	1	4	54.0
City Resolution	Frankfort, IN	Resolution 12-07	16,422	2012	1	1.2	4	16	5	12	4	12.8	5	2	2	3.2	3	2.4	0	0	0	0	1	4	53.6
City Resolution	Tulsa, OK	Resolution	391,906	2012	3	3.6	4	16	5	12	0	0	0	0	0	0	2	1.6	5	8	0	0	3	12	53.2
City Resolution	Hilliard, OH	Resolution 12-R-14	28,435	2012	5	6	4	16	5	12	0	0	5	2	3	4.8	0	0	5	8	0	0	1	4	52.8
City Resolution	Highland Park, NJ	Resolution 8-13-248	13,982	2013	1	1.2	5	20	5	12	1	3.2	0	0	0	0	0	0	0	0	0	0	4	16	52.4
City Resolution	Red Bank, NJ	Resolution No. 10-195	12,206	2010	3	3.6	3	12	5	12	4	12.8	5	2	2	3.2	3	2.4	0	0	0	0	1	4	52.0
City Resolution	Dover, NJ	Resolution 092-2012	18,157	2012	1	1.2	4	16	3	7.2	2	6.4	5	2	2	3.2	5	4	5	8	0	0	1	4	52.0
City Resolution	Atlantic City, NJ	Resolution No. 917	39,558	2012	3	3.6	3	12	3	7.2	4	12.8	0	0	0	0	5	4	5	8	0	0	1	4	51.6
City Resolution	Califon, NJ	Resolution	1,076	2012	1	1.2	4	16	3	7.2	4	12.8	0	0	0	0	3	2.4	0	0	0	0	3	12	51.6
City Resolution	Margate City, NJ	Resolution 184-2013	6,354	2013	3	3.6	3	12	3	7.2	4	12.8	0	0	0	0	5	4	5	8	0	0	1	4	51.6
City Resolution	Franklin, PA	Resolution No. 18 of 2010	6,545	2010	3	3.6	5	20	3	7.2	1	3.2	5	2	2	3.2	5	4	5	8	0	0	0	0	51.2
City Resolution	Leawood, KS	Resolution No. 3592	31,867	2011	3	3.6	3	12	5	12	0	0	0	0	2	3.2	0	0	5	8	0	0	3	12	50.8
City Resolution	Lawton, OK	Resolution	96,867	2011	3	3.6	4	16	3	7.2	5	16	0	0	0	0	0	0	0	0	0	0	2	8	50.8
City Resolution	McCall, ID	Resolution 11-20	2,991	2011	3	3.6	4	16	5	12	1	3.2	5	2	2	3.2	3	2.4	5	8	0	0	0	0	50.4
City Resolution	Lakewood, Township of, NJ	Resolution 2013-0360	92,843	2013	1	1.2	4	16	5	12	0	0	5	2	2	3.2	5	4	5	8	0	0	1	4	50.4
City Resolution	Franklin, WI	Resolution	35,481	2013	3	3.6	5	20	5	12	1	3.2	0	0	3	4.8	3	2.4	0	0	0	0	1	4	50.0
City Resolution	New Rochelle, NY	Resolution	77,062	2012	1	1.2	4	16	5	12	3	9.6	0	0	0	0	3	2.4	0	0	0	0	2	8	49.2
City Resolution	Cocoa, FL	Resolution No. 2011-060	17,140	2011	5	6	4	16	5	12	0	0	5	2	2	3.2	2	1.6	5	8	0	0	0	0	48.8
City Resolution	Fair Haven, NJ	Resolution No. 2012-140	6,121	2012	3	3.6	3	12	5	12	4	12.8	5	2	0	0	3	2.4	0	0	0	0	1	4	48.8
City Resolution	Raritan, Township of, NJ	Resolution 13-30	22,185	2013	1	1.2	2	8	3	7.2	1	3.2	5	2	2	3.2	0	0	5	8	0	0	4	16	48.8
City Resolution	Mesilla, NM	Resolution 2008-25	2,196	2008	1	1.2	3	12	5	12	2	6.4	0	0	2	3.2	2	1.6	5	8	0	0	1	4	48.4
City Resolution	Orange City, FL	Resolution 643-11	10,599	2011	3	3.6	4	16	5	12	1	3.2	0	0	2	3.2	2	1.6	5	8	0	0	0	0	47.6
City Resolution	Middle Township, NJ	Resolution 509-12	18,911	2012	5	6	5	20	5	12	1	3.2	0	0	0	0	3	2.4	0	0	0	0	1	4	47.6
City Resolution	Wildwood, NJ	Resolution	5,325	2013	5	6	5	20	5	12	1	3.2	0	0	0	0	3	2.4	0	0	0	0	1	4	47.6
City Resolution	Overland Park, KS	Resolution No. 3919	173,372	2012	1	1.2	4	16	3	7.2	1	3.2	0	0	5	8	0	0	5	8	0	0	1	4	47.6
City Resolution	Titusville, FL	Resolution No. 15-2011	43,761	2011	5	6	4	16	5	12	0	0	0	0	2	3.2	2	1.6	5	8	0	0	0	0	46.8

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					points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	
City Resolution	Columbus, MS	Resolution	23,640	2010	5	6	4	16	5	12	1	3.2	0	0	0	0	2	1.6	5	8	0	0	0	0	46.8
City Resolution	Hernando, MS	Resolution	14,090	2010	5	6	4	16	5	12	1	3.2	0	0	0	0	2	1.6	5	8	0	0	0	0	46.8
City Resolution	Pascagoula, MS	Resolution	22,392	2010	5	6	4	16	5	12	1	3.2	0	0	0	0	2	1.6	5	8	0	0	0	0	46.8
City Resolution	Tupelo, MS	Resolution	34,546	2010	5	6	4	16	5	12	1	3.2	0	0	0	0	2	1.6	5	8	0	0	0	0	46.8
City Resolution	New Haven, CT	Complete Streets Order	129,585	2008	1	1.2	4	16	5	12	0	0	0	0	0	0	2	1.6	0	0	0	0	4	16	46.8
City Resolution	Collinsville, OK	Resolution	5,606	2012	3	3.6	4	16	2	4.8	0	0	0	0	0	0	3	2.4	5	8	0	0	3	12	46.8
City Resolution	Sand Springs, OK	Resolution	18,906	2012	3	3.6	4	16	2	4.8	0	0	0	0	0	0	3	2.4	5	8	0	0	3	12	46.8
City Resolution	Cape Canaveral, FL	Resolution No. 2011-09	9,912	2011	3	3.6	4	16	5	12	0	0	5	2	2	3.2	2	1.6	5	8	0	0	0	0	46.4
City Resolution	Milford Township, MI	Resolution	9,561	2011	3	3.6	5	20	5	12	1	3.2	0	0	3	4.8	3	2.4	0	0	0	0	0	0	46.0
City Resolution	Freehold Burough, NJ	Resolution	12,052	2012	1	1.2	5	20	5	12	4	12.8	0	0	0	0	0	0	0	0	0	0	0	0	46.0
City Resolution	Newark, NJ	Resolution	277,140	2012	1	1.2	4	16	3	7.2	4	12.8	5	2	0	0	3	2.4	0	0	0	0	1	4	45.6
City Resolution	Ocean City, NJ	Resolution	11,701	2011	3	3.6	3	12	0	0	4	12.8	5	2	0	0	3	2.4	0	0	0	0	3	12	44.8
City Resolution	Rockledge, FL	Resolution	24,926	2011	3	3.6	4	16	5	12	0	0	0	0	2	3.2	2	1.6	5	8	0	0	0	0	44.4
City Resolution	Lambertville, NJ	Resolution 91-2012	3,906	2012	3	3.6	3	12	3	7.2	4	12.8	5	2	0	0	3	2.4	0	0	0	0	1	4	44.0
City Resolution	New Hope, MN	Resolution	20,339	2011	1	1.2	5	20	5	12	0	0	5	2	0	0	0	0	5	8	0	0	0	0	43.2
City Resolution	Mercer County, NJ	Resolution	366,513	2012	3	3.6	3	12	5	12	4	12.8	0	0	0	0	3	2.4	0	0	0	0	0	0	42.8
City Resolution	Elsberry, MO	Resolution 2010-002	1,934	2010	1	1.2	5	20	3	7.2	0	0	5	2	0	0	5	4	5	8	0	0	0	0	42.4
City Resolution	Orange Beach, AL	Resolution No. 10-097	5,441	2010	1	1.2	4	16	5	12	1	3.2	0	0	0	0	2	1.6	5	8	0	0	0	0	42.0
City Resolution	New Providence, NJ	Resolution	12,171	2013	1	1.2	4	16	5	12	4	12.8	0	0	0	0	0	0	0	0	0	0	0	0	42.0
City Resolution	Johnsburg, NY	Resolution No. 124	2,370	2012	5	6	4	16	5	12	1	3.2	5	2	0	0	3	2.4	0	0	0	0	0	0	41.6
City Resolution	Lake Luzerne, NY	Resolution No. 48 of 2012	1,227	2012	5	6	4	16	5	12	1	3.2	5	2	0	0	3	2.4	0	0	0	0	0	0	41.6
City Resolution	Allen Park, MI	Resolution 10-1214-294	28,210	2010	3	3.6	5	20	5	12	1	3.2	0	0	0	0	3	2.4	0	0	0	0	0	0	41.2
City Resolution	Atlas Township, MI	Resolution No. 11-02	7,993	2011	3	3.6	5	20	5	12	1	3.2	0	0	0	0	3	2.4	0	0	0	0	0	0	41.2
City Resolution	Gibraltar, MI	Resolution No. 011-001	4,656	2011	3	3.6	5	20	5	12	1	3.2	0	0	0	0	3	2.4	0	0	0	0	0	0	41.2
City Resolution	Independence, MO	Resolution 5672	116,830	2011	1	1.2	4	16	3	7.2	0	0	0	0	2	3.2	2	1.6	5	8	0	0	1	4	41.2
City Resolution	Bethlehem, NY	Resolution No. 30	33,656	2009	3	3.6	1	4	3	7.2	4	12.8	0	0	2	3.2	3	2.4	5	8	0	0	0	0	41.2
City Resolution	Camden, SC	Resolution	6,838	2011	5	6	2	8	5	12	0	0	0	0	2	3.2	0	0	5	8	0	0	1	4	41.2
City Resolution	Greenville, SC	Resolution 2008-49	58,409	2008	3	3.6	3	12	5	12	0	0	0	0	0	0	2	1.6	5	8	0	0	1	4	41.2
City Resolution	Midfield, AL	Resolution No 2012-2	5,365	2012	1	1.2	4	16	5	12	0	0	5	2	0	0	2	1.6	5	8	0	0	0	0	40.8
City Resolution	Mantua Township, NJ	Resolution R-167-2012	15,217	2012	5	6	3	12	3	7.2	4	12.8	0	0	0	0	3	2.4	0	0	0	0	0	0	40.4
City Resolution	Kingston, NY	Resolution	23,893	2010	1	1.2	4	16	3	7.2	0	0	0	0	0	0	0	0	0	0	0	0	4	16	40.4
City Resolution	Grantsville, WV	Resolution Providing for Complete Streets	561	2011	1	1.2	2	8	5	12	1	3.2	0	0	5	8	0	0	0	0	0	0	2	8	40.4
City Resolution	Angelica, NY	Resolution	869	2012	5	6	4	16	5	12	1	3.2	0	0	0	0	3	2.4	0	0	0	0	0	0	39.6
City Resolution	Brookhaven, NY	Resolution 2010-993	3,451	2010	3	3.6	4	16	5	12	0	0	0	0	0	0	0	0	5	8	0	0	0	0	39.6
City Resolution	Cuba, NY	Complete Streets Policy	1,575	2010	5	6	4	16	5	12	1	3.2	0	0	0	0	3	2.4	0	0	0	0	0	0	39.6

Category	Location	Policy	Population	Year	Intent		All Users and Modes		Projects and Phases		Exceptions		Network		Jurisdiction		Design Flexibility		Context		Metrics		Implementation Plan		Total Score
					points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	
City Resolution	Gowanda, NY	Complete Streets Policy	2,709	2010	5	6	4	16	5	12	1	3.2	0	0	0	0	3	2.4	0	0	0	0	0	0	39.6
City Resolution	Islip, NY	Resolution	18,689	2010	5	6	5	20	5	12	0	0	0	0	0	0	2	1.6	0	0	0	0	0	0	39.6
City Resolution	Charlottesville, VA	Resolution	43,475	2010	5	6	5	20	5	12	0	0	0	0	0	0	2	1.6	0	0	0	0	0	0	39.6
City Resolution	Fort Edward, NY	Resolution No. 26 of 2012	6,371	2012	1	1.2	4	16	5	12	0	0	0	0	0	0	3	2.4	5	8	0	0	0	0	39.6
City Resolution	Lake George, NY	Resolution No. 208	906	2012	1	1.2	4	16	5	12	0	0	0	0	0	0	3	2.4	5	8	0	0	0	0	39.6
City Resolution	Malone, NY	Resolution No. 73-2012	14,545	2012	1	1.2	2	8	0	0	4	12.8	0	0	2	3.2	3	2.4	5	8	0	0	1	4	39.6
City Resolution	Village of Fort Edward, NY	Resolution No. 45	3,375	2012	1	1.2	4	16	5	12	0	0	0	0	0	0	3	2.4	5	8	0	0	0	0	39.6
City Resolution	Greenwood, MS	Resolution	16,087	2012	5	6	2	8	5	12	1	3.2	5	2	0	0	0	0	5	8	0	0	0	0	39.2
City Resolution	Emerson, NJ	Resolution	7,401	2010	1	1.2	4	16	5	12	3	9.6	0	0	0	0	0	0	0	0	0	0	0	0	38.8
City Resolution	East Hampton, NY	Resolution	1,083	2011	5	6	1	4	5	12	0	0	0	0	0	0	0	0	0	0	0	0	4	16	38.0
City Resolution	Princeton, NJ	Resolution	28,572	2012	1	1.2	4	16	3	7.2	4	12.8	0	0	0	0	0	0	0	0	0	0	0	0	37.2
City Resolution	Tom's River, NJ	Resolution	91,239	2012	1	1.2	4	16	3	7.2	4	12.8	0	0	0	0	0	0	0	0	0	0	0	0	37.2
City Resolution	Binghamton, NY	Resolution	47,376	2011	3	3.6	5	20	5	12	0	0	0	0	0	0	2	1.6	0	0	0	0	0	0	37.2
City Resolution	White Plains, NY	Resolution	56,853	2013	5	6	5	20	0	0	1	3.2	0	0	0	0	0	0	5	8	0	0	0	0	37.2
City Resolution	Anderson, SC	Resolution to Endorse and Support a Complete Streets Policy	26,686	2009	3	3.6	2	8	5	12	0	0	0	0	0	0	2	1.6	5	8	0	0	1	4	37.2
City Resolution	Independence, MN	Resolution No. 10-0413-03	3,504	2010	1	1.2	5	20	3	7.2	0	0	0	0	2	3.2	2	1.6	0	0	0	0	1	4	37.2
City Resolution	Bessemer, AL	Resolution	27,456	2012	1	1.2	3	12	5	12	0	0	5	2	0	0	2	1.6	5	8	0	0	0	0	36.8
City Resolution	Homewood, AL	Resolution No. 12-51	25,167	2012	1	1.2	3	12	5	12	0	0	5	2	0	0	2	1.6	5	8	0	0	0	0	36.8
City Resolution	Pleasant Grove, AL	Resolution 80612G	10,110	2011	1	1.2	3	12	5	12	0	0	5	2	0	0	2	1.6	5	8	0	0	0	0	36.8
City Resolution	Sylvan Springs, AL	Resolution No. 11-111	1,542	2012	1	1.2	3	12	5	12	0	0	5	2	0	0	2	1.6	5	8	0	0	0	0	36.8
City Resolution	Fort Myers, FL	Resolution	62,298	2011	1	1.2	2	8	5	12	0	0	0	0	2	3.2	0	0	5	8	0	0	1	4	36.4
City Resolution	Linwood, NJ	Resolution No. 42	7,092	2011	5	6	2	8	3	7.2	4	12.8	0	0	0	0	3	2.4	0	0	0	0	0	0	36.4
City Resolution	Woodbury, NJ	Resolution 12-200	10,174	2012	1	1.2	1	4	5	12	4	12.8	0	0	0	0	3	2.4	0	0	0	0	1	4	36.4
City Resolution	Elizabethtown, NY	Resolution	754	2010	1	1.2	4	16	5	12	0	0	0	0	0	0	2	3.2	0	0	0	0	1	4	36.4
City Resolution	Tampa, FL	Resolution No. 2814	335,709	2012	1	1.2	4	16	5	12	1	3.2	0	0	0	0	2	3.2	0	0	0	0	0	0	35.6
City Resolution	Cascade, IA	City of Cascade Policy Statement	2,159	2006	5	6	1	4	3	7.2	5	16	0	0	0	0	3	2.4	0	0	0	0	0	0	35.6
City Resolution	Pleasantville, NJ	Resolution	20,249	2011	1	1.2	2	8	3	7.2	4	12.8	0	0	0	0	3	2.4	0	0	0	0	1	4	35.6
City Resolution	Montgomery, AL	Resolution 257-2013	205,764	2013	1	1.2	3	12	5	12	0	0	5	2	0	0	0	0	5	8	0	0	0	0	35.2
City Resolution	Bloomfield, NJ	2011 Resolution - Establishing a Complete Streets Policy	47,315	2011	1	1.2	3	12	3	7.2	4	12.8	5	2	0	0	0	0	0	0	0	0	0	0	35.2
City Resolution	Lawrence, NJ	Resolution No. 336-10	33,472	2010	3	3.6	4	16	3	7.2	2	6.4	5	2	0	0	0	0	0	0	0	0	0	0	35.2
City Resolution	West Windsor, NJ	Resolution 2010-R175	27,165	2010	3	3.6	4	16	3	7.2	2	6.4	5	2	0	0	0	0	0	0	0	0	0	0	35.2
City Resolution	Knoxville, TN	Resolution No. 287-09	178,874	2009	1	1.2	4	16	5	12	0	0	0	0	0	0	2	1.6	0	0	0	0	1	4	34.8
City Resolution	Hattiesburg, MS	Ordinance 3068	16,087	2012	1	1.2	4	16	5	12	1	3.2	5	2	0	0	0	0	0	0		0	0	0	34.4
City Resolution	Jackson, MI	Resolution	33,534	2006	3	3.6	4	16	5	12	0	0	0	0	0	0	3	2.4	0	0	0	0	0	0	34.0

Category	Location	Policy	Population	Year	Intent		All Users and Modes		Projects and Phases		Exceptions		Network		Jurisdiction		Design Flexibility		Context		Metrics		Implementation Plan		Total Score
					points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	
City Resolution	Hoboken, NJ	Resolution	50,005	2010	3	3.6	5	20	3	7.2	1	3.2	0	0	0	0	0	0	0	0	0	0	0	0	34.0
City Resolution	Montvale, NJ	Resolution No. 44-2013	7,844	2013	5	6	4	16	3	7.2	0	0	0	0	3	4.8	0	0	0	0	0	0	0	0	34.0
City Resolution	Roselle, NJ	Resolution 2013-232	21,085	2013	5	6	4	16	3	7.2	0	0	0	0	3	4.8	0	0	0	0	0	0	0	0	34.0
City Resolution	Clarkston, GA	Resolution	7,554	2011	1	1.2	5	20	5	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.2
City Resolution	Maplewood, NJ	Resolution 51-12	23,867	2012	1	1.2	3	12	3	7.2	4	12.8	0	0	0	0	0	0	0	0	0	0	0	0	33.2
City Resolution	Troy, NY	Resolution No. 4	50,129	2013	1	1.2	3	12	5	12	0	0	0	0	5	8	0	0	0	0	0	0	0	0	33.2
City Resolution	Everett, WA	Resolution	103,019	2008	1	1.2	5	20	5	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.2
City Resolution	St. Paul, MN	Resolution No. 09-213	285,068	2009	1	1.2	5	20	3	7.2	0	0	0	0	0	0	0	0	0	0	0	0	1	4	32.4
City Resolution	Lewis, NY	Resolution	854	2011	1	1.2	3	12	5	12	0	0	0	0	2	3.2	0	0	0	0	0	0	1	4	32.4
City Resolution	Newport, RI	Resolution No. 2010-130	24,672	2010	1	1.2	4	16	3	7.2	0	0	0	0	0	0	0	0	5	8	0	0	0	0	32.4
City Resolution	Chickasaw, AL	Complete Streets Resolution	6,106	2009	3	3.6	4	16	5	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.6
City Resolution	Dubuque, IA	Resolution No. 124-11	57,637	2011	3	3.6	4	16	0	0	3	9.6	0	0	0	0	3	2.4	0	0	0	0	0	0	31.6
City Resolution	West Orange Township, NJ	Resolution 13-02	46,207	2013	1	1.2	2	8	3	7.2	1	3.2	5	2	2	3.2	3	2.4	0	0	0	0	1	4	31.2
City Resolution	Montgomery Township, NJ	Resolution	22,258	2012	5	6	1	4	3	7.2	1	3.2	0	0	0	0	2	1.6	5	8	0	0	0	0	30.0
City Resolution	Prattville, AL	Resolution	33,960	2010	1	1.2	4	16	5	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.2
City Resolution	Golden, CO	Resolution No. 2059	18,867	2010	5	6	4	16	3	7.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.2
City Resolution	Long Lake Township, MI	Resolution	8,662	2013	1	1.2	4	16	2	4.8	0	0	0	0	2	3.2	0	0	0	0	0	0	1	4	29.2
City Resolution	Traverse City, MI	Resolution	14,674	2011	1	1.2	4	16	5	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.2
City Resolution	Senatobia, MS	Resolution	8,165	2012	5	6	2	8	5	12	1	3.2	0	0	0	0	0	0	0	0	0	0	0	0	29.2
City Resolution	Raritan, Borough of, NJ	Resolution	6,881	2011	1	1.2	2	8	3	7.2	4	12.8	0	0	0	0	0	0	0	0	0	0	0	0	29.2
City Resolution	Ilion, NY	Resolution	8,053	2011	1	1.2	4	16	5	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.2
City Resolution	Columbus, OH	Resolution	787,033	2008	1	1.2	4	16	5	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.2
City Resolution	Edmond, OK	Resolution No. 11-10	81,405	2010	1	1.2	4	16	5	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.2
City Resolution	Austin, TX	Resolution No. 020418-40	790,390	2002	5	6	0	0	3	7.2	5	16	0	0	0	0	0	0	0	0	0	0	0	0	29.2
City Resolution	Morgantown, WV	Resolution	29,660	2007	1	1.2	2	8	5	12	0	0	0	0	0	0	0	0	5	8	0	0	0	0	29.2
City Resolution	Mobile, AL	Resolution	195,111	2011	1	1.2	5	20	3	7.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.4
City Resolution	Macon, GA	Resolution	91,351	2012	1	1.2	5	20	3	7.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.4
City Resolution	Duluth, MN	Resolution No. 10-0218	86,265	2010	1	1.2	4	16	0	0	0	0	0	0	2	3.2	0	0	0	0	0	0	2	8	28.4
City Resolution	Keene, NH	R-2011-28	23,409	2011	1	1.2	5	20	0	0	0	0	0	0	2	3.2	0	0	0	0	0	0	1	4	28.4
City Resolution	Rutherford, Borough of, NJ	Resolution	18,061	2011	1	1.2	5	20	3	7.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.4
City Resolution	Newport, OR	Resolution No. 3508	9,989	2010	1	1.2	5	20	0	0	0	0	0	0	2	3.2	0	0	0	0	0	0	1	4	28.4
City Resolution	Montclair, NJ	Resolution No. 233-09	37,669	2009	3	3.6	3	12	3	7.2	1	3.2	5	2	0	0	0	0	0	0	0	0	0	0	28.0
City Resolution	Iowa City, IA	Resolution Adopting a Complete Streets Policy for the City of Iowa City, IA and Repealing Resolution No. 07-109	67,862	2007	5	6	2	8	3	7.2	2	6.4	0	0	0	0	0	0	0	0	0	0	0	0	27.6

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					points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	
City Resolution	Guthrie, OK	Resolution 2011-02	10,191	2011	3	3.6	3	12	5	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.6
City Resolution	Columbia, SC	Resolution No. R2010-054	129,272	2010	3	3.6	2	8	5	12	0	0	0	0	0	0	0	0	0	0	0	0	1	4	27.6
City Resolution	Greenville, SC	Resolution 2008-49	58,409	2008	3	3.6	2	8	5	12	0	0	0	0	0	0	0	0	0	0	0	0	1	4	27.6
City Resolution	Greenwood, SC	Resolution	23,222	2012	3	3.6	2	8	5	12	0	0	0	0	0	0	0	0	0	0	0	0	1	4	27.6
City Resolution	Hempstead, NY	Resolution	53,891	2012	3	3.6	4	16	3	7.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.8
City Resolution	Newark, OH	Resolution 11-3A	47,573	2011	1	1.2	0	0	5	12	4	12.8	0	0	0	0	0	0	0	0	0	0	0	0	26.0
City Resolution	Vineland, NJ	Resolution	60,724	2011	1	1.2	2	8	0	0	0	0	5	2	0	0	3	2.4	0	0	0	0	3	12	25.6
City Resolution	Portland, ME	Resolution	66,194	2011	1	1.2	5	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	25.2
City Resolution	Kingsport, TN	Resolution	48,205	2011	1	1.2	3	12	5	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.2
City Resolution	Westerville, OH	Resolution No. 2012-12	36,120	2012	1	1.2	5	20	0	0	0	0	5	2	0	0	2	1.6	0	0	0	0	0	0	24.8
City Resolution	Miami, FL	Resolution No. 09-00274	399,457	2009	1	1.2	4	16	0	0	0	0	0	0	2	3.2	0	0	0	0	0	0	1	4	24.4
City Resolution	Topeka, KS	Resolution	127,473	2009	1	1.2	4	16	3	7.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.4
City Resolution	Garfield Charter Township (Grand Traverse County), MI	Resolution 2013-01-T	13,840	2013	1	1.2	4	16	0	0	0	0	0	0	2	3.2	0	0	0	0	0	0	1	4	24.4
City Resolution	Kingsley, MI	Resolution 01-2013	1,480	2013	1	1.2	4	16	0	0	0	0	0	0	2	3.2	0	0	0	0	0	0	1	4	24.4
City Resolution	Norton Shores, MI	Resolution	23,994	2013	1	1.2	4	16	0	0	0	0	0	0	2	3.2	0	0	0	0	0	0	1	4	24.4
City Resolution	Fort Lee, Borough of, NJ	Resolution CN-6	35,345	2012	1	1.2	2	8	5	12	1	3.2	0	0	0	0	0	0	0	0	0	0	0	0	24.4
City Resolution	Gloucester Township, NJ	Resolution R-12:07-155	64,634	2012	1	1.2	4	16	3	7.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.4
City Resolution	Jersey City, NJ	Resolution No. 11-317	247,597	2011	1	1.2	4	16	3	7.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.4
City Resolution	River Edge, NJ	Resolution 12-241	11,340	2012	1	1.2	2	8	5	12	1	3.2	0	0	0	0	0	0	0	0	0	0	0	0	24.4
City Resolution	Madison, WI	Resolution No. 09-997	233,209	2009	1	1.2	4	16	3	7.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.4
City Resolution	Daphne, AL	Resolution No. 2009-111	21,570	2009	3	3.6	2	8	5	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.6
City Resolution	Fairhope, AL	Resolution No. 1570-09	15,326	2009	3	3.6	2	8	5	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.6
City Resolution	Harvey Cedars, NJ	Resolution	337	2011	1	1.2	2	8	3	7.2	2	6.4	0	0	0	0	0	0	0	0	0	0	0	0	22.8
City Resolution	Plainsboro Township, NJ	Resolution 13-223	22,999	2013	1	1.2	2	8	3	7.2	2	6.4	0	0	0	0	0	0	0	0	0	0	0	0	22.8
City Resolution	Point Pleasant Beach, NJ	Resolution 2013-0730/1A	4,665	2013	1	1.2	2	8	3	7.2	2	6.4	0	0	0	0	0	0	0	0	0	0	0	0	22.8
City Resolution	Sault Ste. Marie, MI	Resolution	14,144	2010	1	1.2	4	16	0	0	0	0	5	2	2	3.2	0	0	0	0	0	0	0	0	22.4
City Resolution	Medford, NJ	Resolution 132-2012	23,033	2012	3	3.6	2	8	3	7.2	1	3.2	0	0	0	0	0	0	0	0	0	0	0	0	22.0
City Resolution	Golden Valley, MN	Resolution 11-8	20,371	2011	3	3.6	4	16	0	0	0	0	5	2	0	0	0	0	0	0	0	0	0	0	21.6
City Resolution	Novato, CA	Resolution	51,904	2007	1	1.2	2	8	5	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.2
City Resolution	Allegan, MI	Resolution 10.42	4,998	2010	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	21.2
City Resolution	Alma. MI	Resolution	9,383	2013	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	21.2
City Resolution	Berkley, MI	Resolution 48-10	14,970	2010	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	21.2
City Resolution	Berrien Springs, MI	Resolution	1,800	2011	1	1.2	5	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.2
City Resolution	Birmingham, MI	Resolution	20,103	2011	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	21.2

Category	Location	Policy	Population	Year	Intent		All Users and Modes		Projects and Phases		Exceptions		Network		Jurisdiction		Design Flexibility		Context		Metrics		Implementation Plan		Total Score
					points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	
City Resolution	Manistique, MI	Resolution	3,097	2010	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	21.2
City Resolution	Novi, MI	Resolution	55,224	2010	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	21.2
City Resolution	Owosso, MI	Resolution	15,194	2011	1	1.2	5	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.2
City Resolution	Suttons Bay, MI	Resolution Supporting the Michigan Department of Transportation Complete Streets Initiative as Outlined in Public Act 134, and Public Act 135, of 2010	618	2011	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	21.2
City Resolution	Wayland, MI	Resolution No. 2011-10	4,079	2011	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	21.2
City Resolution	Madison, Borough of, NJ	Resolution 161-2012	15,845	2012	5	6	2	8	3	7.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.2
City Resolution	Pawtucket, RI	Resolution	71,148	2011	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	21.2
City Resolution	Providence, RI	Resolution	178,042	2012	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	21.2
City Resolution	Spokane, WA	Resolution No. 2010-0018	208,916	2010	1	1.2	2	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	12	21.2
City Resolution	Belmont, WV	Resolution Providing for Complete Streets	903	2011	1	1.2	3	12	0	0	0	0	0	0	5	8	0	0	0	0	0	0	0	0	21.2
City Resolution	Fairfax, CA	Resolution No. 2527	7,441	2008	1	1.2	3	12	3	7.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.4
City Resolution	Ross, CA	Resolution No. 1718	2,415	2010	1	1.2	3	12	3	7.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.4
City Resolution	San Anselmo, CA	Bicycle Master Plan Appendix B: Complete Streets Resolution	12,336	2008	1	1.2	3	12	3	7.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.4
City Resolution	Holland, MI	Resolution	33,051	2011	1	1.2	4	16	0	0	0	0	0	0	2	3.2	0	0	0	0	0	0	0	0	20.4
City Resolution	Ninety-Six, SC	Resolution	1,998	2012	1	1.2	2	8	0	0	0	0	0	0	2	3.2	0	0	5	8	0	0	0	0	20.4
City Resolution	Hopatcong, NJ	Resolution 2012-151	15,147	2012	3	3.6	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.6
City Resolution	Frenchtown, NJ	Resolution 2011-36	1,373	2011	1	1.2	2	8	3	7.2	1	3.2	0	0	0	0	0	0	0	0	0	0	0	0	19.6
City Resolution	Glen Ridge, NJ	Resolution No. 132-12	7,527	2012	1	1.2	2	8	3	7.2	1	3.2	0	0	0	0	0	0	0	0	0	0	0	0	19.6
City Resolution	Hackensack, NJ	Resolution No. 226-12	43,010	2012	1	1.2	2	8	3	7.2	1	3.2	0	0	0	0	0	0	0	0	0	0	0	0	19.6
City Resolution	Maywood, NJ	Resolution	9,555	2011	1	1.2	2	8	3	7.2	1	3.2	0	0	0	0	0	0	0	0	0	0	0	0	19.6
City Resolution	North Wildwood, NJ	Resolution	4,041	2012	1	1.2	2	8	3	7.2	1	3.2	0	0	0	0	0	0	0	0	0	0	0	0	19.6
City Resolution	Woodbine, NJ	Resolution 12-112-2012	2,472	2012	1	1.2	2	8	3	7.2	1	3.2	0	0	0	0	0	0	0	0	0	0	0	0	19.6
City Resolution	Flint, MI	Resolution No. __	102,434	2009	1	1.2	4	16	0	0	0	0	5	2	0	0	0	0	0	0	0	0	0	0	19.2
City Resolution	Hopewell, NJ	Resolution No. 2012-38	1,922	2012	1	1.2	4	16	0	0	0	0	5	2	0	0	0	0	0	0	0	0	0	0	19.2
City Resolution	Valley Stream, NY	Resolution 151-13	37,511	2013	1	1.2	4	16	0	0	0	0	0	0	0	0	2	1.6	0	0	0	0	0	0	18.8
City Resolution	Acme Township, MI	Resolution	4,375	2011	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.2
City Resolution	Burt Township, MI	Resolution	522	2011	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.2
City Resolution	Escanaba, MI	Resolution	12,616	2011	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.2
City Resolution	Fremont, MI	Resolution R-11-08	4,081	2011	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.2
City Resolution	Hamburg Township, MI	Resolution	21,165	2011	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.2
City Resolution	Hamtramck, MI	Resolution 2010-120	22,423	2010	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.2
City Resolution	Kinross Township, MI	Resolution 2011-11	7,561	2011	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.2
City Resolution	Lake Isabella, MI	Resolution	1,681	2011	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.2
City Resolution	Linden, MI	Resolution	3,991	2010	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.2

Category	Location	Policy	Population	Year	Intent		All Users and Modes		Projects and Phases		Exceptions		Network		Jurisdiction		Design Flexibility		Context		Metrics		Implementation Plan		Total Score
					points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	
City Resolution	Ludington, MI	Resolution	8,076	2011	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.2
City Resolution	Mackinaw City, MI	Resolution	806	2010	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.2
City Resolution	Marquette Township, MI	Resolution	603	2011	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.2
City Resolution	Munising, MI	Resolution	2,355	2011	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.2
City Resolution	Newberry, MI	Resolution	1,519	2011	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.2
City Resolution	Otsego, MI	Resolution No. 2011-18	3,956	2011	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.2
City Resolution	Oxford, MI	Resolution	3,436	2011	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.2
City Resolution	Pellston, MI	Resolution	822	2011	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.2
City Resolution	Pere Marquette, MI	Resolution	2,366	2011	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.2
City Resolution	Sterling Heights, MI	Resolution	129,699	2012	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.2
City Resolution	Union Charter Township, MI	Resolution	12,927	2011	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.2
City Resolution	Warren, MI	Resolution	134,056	2012	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.2
City Resolution	Woodhaven, MI	Resolution	12,875	2011	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.2
City Resolution	Middletown, RI	Resolution	16,150	2011	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.2
City Resolution	North Smithfield, RI	Resolution	11,967	2012	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.2
City Resolution	Portsmouth, RI	Resolution No. 2011-04-11A	17,389	2011	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.2
City Resolution	South Kingstown, RI	Resolution	30,639	2011	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.2
City Resolution	Woonsocket, RI	Resolution	41,186	2011	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.2
City Resolution	Orange, NJ	Resolution 204-2011	30,134	2011	1	1.2	2	8	3	7.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.4
City Resolution	Woolwich, NJ	Resolution R-2013-148	10,200	2013	1	1.2	1	4	3	7.2	1	3.2	0	0	0	0	0	0	0	0	0	0	0	0	15.6
City Resolution	Ridgewood, NJ	Resolution	24,958	2011	1	1.2	2	8	0	0	2	6.4	0	0	0	0	0	0	0	0	0	0	0	0	15.6
City Resolution	Anniston, AL	Resolution No. 12-R-181	23,106	2012	3	3.6	0	0	2	4.8	0	0	5	2	3	4.8	0	0	0	0	0	0	0	0	15.2
City Resolution	Chapel Hill, NC	Resolution	57,233	2011	5	6	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	14.0
City Resolution	Hackettstown, NJ	Resolution	9,724	2012	5	6	2	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.0
City Resolution	Roeland Park, KS	Resolution No. 611	6,731	2011	1	1.2	2	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	13.2
City Resolution	Oxford, MS	Resolution	18,916	2011	5	6	1	4	0	0	1	3.2	0	0	0	0	0	0	0	0	0	0	0	0	13.2
City Resolution	Grand Rapids, MI	Resolution	188,040	2011	1	1.2	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	9.2
City Resolution	Spartanburg, SC	Resolution	37,013	2006	1	1.2	0	0	2	4.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6.0
City Resolution	Manitowoc, WI	Resolution NO. 084	33,736	2012	3	3.6	0	0	0	0	0	0	5	2	0	0	0	0	0	0	0	0	0	0	5.6
City Tax Ordinance																									
City Tax Ordinance	Seattle, WA	Bridging the Gap	608,660	2006	5	6	4	16	5	12	1	3.2	5	2	0	0	2	1.6	5	8	0	0	2	8	56.8
City Executive Order																									
City Executive Order	Memphis, TN	An Order Establishing a Complete Streets Policy for the City of Memphis	646,889	2013	3	3.6	5	20	5	12	1	3.2	5	2	2	3.2	2	1.6	0	0	0	0	3	12	57.6
City Executive Order	Houston, TX	Executive Order No. 1-15	2,099,451	2013	1	1.2	5	20	3	7.2	0	0	0	0	2	3.2	0	0	5	8	5	4	2	8	51.6

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					points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	
City Executive Order	Nashville, TN	Executive Order No. 40	601,222	2010	3	3.6	4	16	5	12	2	6.4	0	0	0	0	0	0	5	8	0	0	1	4	50.0
City Executive Order	Lincoln, NE	Executive Order 086476	258,379	2013	3	3.6	4	16	5	12	1	3.2	0	0	3	4.8	0	0	0	0	0	0	1	4	43.6
City Executive Order	Salt Lake City, UT	Executive Order on Complete Streets	186,440	2007	5	6	1	4	3	7.2	5	16	0	0	0	0	3	2.4	0	0	0	0	0	0	35.6
City Executive Order	Philadelphia, PA	Executive Order No. 5-09	1,526,006	2009	3	3.6	4	16	5	12	0	0	0	0	0	0	2	1.6	0	0	0	0	0	0	33.2
City Internal Policy																									
City Internal Policy	Washington, DC DOT	Departmental Order 06-2010 (DDOT Complete Streets Policy)	601,723	2010	5	6	5	20	5	12	4	12.8	5	2	0	0	2	1.6	5	8	0	0	1	4	66.4
City Internal Policy	New Brunswick, NJ	Complete Streets Policy	55,181	2012	1	1.2	3	12	5	12	4	12.8	5	2	2	3.2	3	2.4	0	0	0	0	3	12	57.6
City Internal Policy	Denver, CO	Complete Streets Policy	600,158	2011	1	1.2	5	20	5	12	1	3.2	0	0	0	0	5	4	5	8	0	0	1	4	52.4
City Internal Policy	Chicago, IL	Safe Streets for Chicago	5,194,675	2006	5	6	5	20	5	12	0	0	0	0	0	0	2	1.6	0	0	0	0	0	0	39.6
City Internal Policy	Cook County, IL	Complete Streets Policy	5,194,675	2009	3	3.6	4	16	5	12	0	0	0	0	0	0	0	0	0	0	0	0	2	8	39.6
City Internal Policy	Midland, MI	Complete Streets Policy	41,863	2010	3	3.6	1	4	3	7.2	0	0	0	0	0	0	2	1.6	5	8	0	0	0	0	24.4
City Policy																									
City Policy	Littleton, MA	Complete Streets Policy	8,924	2013	5	6	5	20	5	12	5	16	5	2	5	8	3	2.4	5	8	0	0	5	20	94.4
City Policy	Baldwin Park, CA	Complete Streets Policy	75,390	2011	5	6	4	16	5	12	4	12.8	5	2	5	8	5	4	5	8	5	4	5	20	92.8
City Policy	Peru, IN	Ordinance 31, 2013	11,417	2013	5	6	5	20	5	12	5	16	5	2	3	4.8	5	4	5	8	5	4	4	16	92.8
City Policy	Fort Lauderdale, FL	Complete Streets Policy	165,521	2013	5	6	3	12	5	12	5	16	5	2	5	8	2	1.6	5	8	5	4	5	20	89.6
City Policy	Hermosa Beach, CA	Living Streets Policy	19,596	2012	5	6	4	16	5	12	4	12.8	5	2	5	8	5	4	5	8	5	4	4	16	88.8
City Policy	Huntington Park, CA	Resolution No. 2012-18	58,114	2012	5	6	4	16	5	12	4	12.8	5	2	5	8	5	4	5	8	5	4	4	16	88.8
City Policy	Auburn, ME	Complete Streets Policy	23,055	2013	5	6	5	20	5	12	4	12.8	5	2	2	3.2	5	4	5	8	5	4	4	16	88.0
City Policy	Lewiston, ME	Complete Streets Policy	36,592	2013	5	6	5	20	5	12	4	12.8	5	2	2	3.2	5	4	5	8	5	4	4	16	88.0
City Policy	New Hope, MN	Complete Streets Policy	20,339	2011	5	6	5	20	5	12	4	12.8	5	2	2	3.2	5	4	5	8	5	4	4	16	88.0
City Policy	Portsmouth, NH	Policy 2013-01	21,233	2013	5	6	4	16	5	12	4	12.8	0	0	3	4.8	3	2.4	5	8	5	4	5	20	86.0
City Policy	Pleasanton, CA	Complete Streets Policy	70,285	2012	5	6	5	20	5	12	4	12.8	5	2	2	3.2	5	4	5	8	0	0	4	16	84.0
City Policy	Portland, ME	Complete Streets Policy	66,194	2012	5	6	5	20	5	12	4	12.8	5	2	2	3.2	5	4	5	8	5	4	3	12	84.0
City Policy	Muscatine, IA	Resolution 92610-1113	22,886	2013	5	6	5	20	5	12	1	3.2	5	2	5	8	5	4	5	8	5	4	4	16	83.2
City Policy	Piqua, OH	Complete Streets Policy	20,522	2013	5	6	5	20	5	12	3	9.6	5	2	3	4.8	5	4	5	8	0	0	4	16	82.4
City Policy	Oakland, CA	Complete Streets Policy	390,724	2013	5	6	5	20	5	12	3	9.6	5	2	5	8	5	4	5	8	0	0	3	12	81.6
City Policy	Hayward, CA	Complete Streets Policy	144,186	2013	1	1.2	5	20	5	12	4	12.8	5	2	2	3.2	2	1.6	5	8	5	4	4	16	80.8
City Policy	Livermore, CA	Resolution 2013-007	80,968	2013	5	6	5	20	5	12	4	12.8	5	2	0	0	5	4	5	8	5	4	3	12	80.8
City Policy	Cedar Falls, IA	Resolution 18,703	39,260	2013	5	6	5	20	3	7.2	4	12.8	5	2	5	8	5	4	5	8	5	4	2	8	80.0
City Policy	Waterloo, IA	Resolution 2013-474	68,406	2013	5	6	5	20	3	7.2	4	12.8	5	2	5	8	5	4	5	8	5	4	2	8	80.0
City Policy	Berkeley, CA	Resolution 65,978-N.S.	112,580	2012	1	1.2	5	20	5	12	4	12.8	5	2	2	3.2	5	4	5	8	0	0	4	16	79.2
City Policy	Brooklyn Center, MN	Complete Streets Policy	30,104	2013	3	3.6	3	12	5	12	4	12.8	5	2	5	8	5	4	5	8	5	4	3	12	78.4
City Policy	Hopkins, MN	Legislative Policy 8-I	17,591	2013	3	3.6	5	20	5	12	4	12.8	5	2	2	3.2	5	4	5	8	0	0	3	12	77.6
City Policy	Azusa, CA	Complete Streets Policy	43,361	2011	1	1.2	5	20	5	12	4	12.8	5	2	2	3.2	2	1.6	5	8	0	0	4	16	76.8

Category	Location	Policy	Population	Year	Intent		All Users and Modes		Projects and Phases		Exceptions		Network		Jurisdiction		Design Flexibility		Context		Metrics		Implementation Plan		Total Score
					points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	
City Policy	Roanoke, VA	Complete Streets Policy	97,032	2008	5	6	4	16	5	12	4	12.8	5	2	0	0	5	4	5	8	5	4	3	12	76.8
City Policy	Emeryville, CA	Resolution No. 13-03	10,080	2013	5	6	5	20	5	12	4	12.8	5	2	2	3.2	5	4	5	8	5	4	1	4	76.0
City Policy	Big Lake, MN	Resolution No. 2010-74	10,060	2010	5	6	4	16	5	12	4	12.8	5	2	2	3.2	5	4	5	8	0	0	3	12	76.0
City Policy	Highland Park, IL	Preliminary Policy	29,763	2011	1	1.2	4	16	5	12	4	12.8	5	2	2	3.2	5	4	5	8	0	0	4	16	75.2
City Policy	Festus, MO	Resolution No. 3924 1/2	11,602	2010	1	1.2	5	20	5	12	2	6.4	5	2	5	8	2	1.6	5	8	0	0	4	16	75.2
City Policy	Des Plaines, IL	Complete Streets Policy	58,364	2011	5	6	4	16	5	12	2	6.4	5	2	5	8	5	4	0	0	5	4	4	16	74.4
City Policy	Rochester, MN	Complete Streets Policy	106,769	2009	3	3.6	5	20	5	12	4	12.8	5	2	0	0	5	4	5	8	0	0	3	12	74.4
City Policy	Bloomington, MN	Complete Streets Policy	82,893	2012	5	6	5	20	5	12	4	12.8	5	2	5	8	5	4	5	8	0	0	0	0	72.8
City Policy	Metuchen, Borough of, NJ	Resolution 2013-210	13,574	2013	5	6	5	20	5	12	4	12.8	5	2	5	8	5	4	0	0	0	0	2	8	72.8
City Policy	Dublin, CA	Resolution No. 199-12	46,036	2012	1	1.2	5	20	5	12	4	12.8	5	2	5	8	5	4	5	8	0	0	1	4	72.0
City Policy	Newark, CA	Resolution 10074	42,573	2013	5	6	5	20	5	12	4	12.8	5	2	2	3.2	5	4	5	8	0	0	1	4	72.0
City Policy	Babylon, NY	Complete Streets Policy	12,166	2010	5	6	5	20	5	12	2	6.4	5	2	2	3.2	3	2.4	5	8	0	0	3	12	72.0
City Policy	North Hempstead, NY	Complete Streets Policy Guide	226,322	2011	5	6	5	20	5	12	0	0	5	2	5	8	5	4	5	8	0	0	3	12	72.0
City Policy	Dayton, OH	Livable Streets Policy	141,527	2010	5	6	5	20	5	12	5	16	5	2	0	0	5	4	5	8	0	0	1	4	72.0
City Policy	Larkspur, CA	Complete Streets Policy	11,926	2012	5	6	5	20	5	12	5	16	5	2	2	3.2	0	0	5	8	0	0	1	4	71.2
City Policy	San Anselmo, CA	Complete Streets Policy	12,336	2013	5	6	5	20	5	12	3	9.6	5	2	3	4.8	0	0	5	8	0	0	2	8	70.4
City Policy	Hutchinson, KS	Complete Streets Policy	42,080	2012	1	1.2	5	20	5	12	1	3.2	5	2	5	8	0	0	5	8	0	0	4	16	70.4
City Policy	Redding, CA	Council Policy No. 1303	89,861	2012	1	1.2	3	12	5	12	4	12.8	0	0	5	8	0	0	5	8	0	0	4	16	70.0
City Policy	Piedmont, CA	Resolution No. 106-12	10,667	2012	3	3.6	5	20	5	12	4	12.8	5	2	2	3.2	5	4	5	8	0	0	1	4	69.6
City Policy	Alameda, CA	Complete Streets Policy	73,812	2013	5	6	5	20	5	12	3	9.6	5	2	0	0	5	4	5	8	5	4	1	4	69.6
City Policy	Athens-Clarke County, GA	Complete Streets Policy	115,425	2012	5	6	5	20	5	12	4	12.8	5	2	0	0	5	4	5	8	0	0	1	4	68.8
City Policy	Zeeland, MI	Complete Streets Policy	5,504	2013	5	6	5	20	5	12	4	12.8	0	0	2	3.2	3	2.4	5	8	0	0	1	4	68.4
City Policy	Pleasant Hill, CA	Complete Streets Policy	33,152	2013	1	1.2	5	20	5	12	3	9.6	5	2	2	3.2	0	0	5	8	0	0	3	12	68.0
City Policy	Arlington Heights, IL	Complete Streets Policy	75,101	2013	5	6	2	8	5	12	2	6.4	5	2	2	3.2	0	0	5	8	5	4	4	16	65.6
City Policy	Great Neck Plaza, NY	Complete Streets Policy Guide	6,707	2012	3	3.6	5	20	5	12	0	0	5	2	2	3.2	5	4	5	8	0	0	3	12	64.8
City Policy	Albany, CA	Complete Streets Policy	18,536	2013	1	1.2	5	20	5	12	3	9.6	5	2	2	3.2	5	4	5	8	0	0	1	4	64.0
City Policy	San Leadro, CA	Resolution 2013-018	84,950	2013	1	1.2	5	20	5	12	3	9.6	5	2	2	3.2	5	4	5	8	0	0	1	4	64.0
City Policy	Union City, CA	Complete Streets Policy	69,516	2012	1	1.2	5	20	5	12	3	9.6	5	2	2	3.2	5	4	5	8	0	0	1	4	64.0
City Policy	Saratoga Springs, NY	Complete Streets Policy	26,586	2012	5	6	4	16	5	12	0	0	5	2	5	8	5	4	0	0	0	0	4	16	64.0
City Policy	Woodbridge, NJ	Resolution	99,585	2011	5	6	4	16	5	12	4	12.8	5	2	0	0	3	2.4	5	8	0	0	1	4	63.2
City Policy	Las Cruces, NM	Resolution 09-301	97,618	2009	3	3.6	4	16	5	12	2	6.4	5	2	0	0	3	2.4	5	8	0	0	3	12	62.4
City Policy	Grant-Valkaria, FL	Resolution No. 07-2011	3,850	2011	3	3.6	4	16	5	12	4	12.8	5	2	2	3.2	0	0	5	8	0	0	1	4	61.6
City Policy	Los Altos Hills, CA	Complete Streets Policy (Resolution 8-13)	7,922	2013	5	6	5	20	5	12	3	9.6	5	2	2	3.2	0	0	5	8	0	0	0	0	60.8
City Policy	Chicago Heights, IL	Resolution No. 2013-43	30,276	2013	3	3.6	5	20	5	12	0	0	5	2	2	3.2	5	4	5	8	5	4	1	4	60.8
City Policy	Tinley Park, IL	Complete Streets Policy	56,703	2012	3	3.6	5	20	3	7.2	0	0	5	2	5	8	5	4	5	8	5	4	1	4	60.8

Category	Location	Policy	Population	Year	Intent		All Users and Modes		Projects and Phases		Exceptions		Network		Jurisdiction		Design Flexibility		Context		Metrics		Implementation Plan		Total Score
					points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	
City Policy	Lawrence, KS	Complete Streets Policy	87,643	2012	1	1.2	4	16	5	12	1	3.2	5	2	5	8	3	2.4	5	8	5	4	1	4	60.8
City Policy	Roswell, GA	Resolution 2009-03-10	88,346	2009	3	3.6	5	20	3	7.2	2	6.4	5	2	2	3.2	5	4	5	8	0	0	1	4	58.4
City Policy	La Crosse County, WI	Resolution No. 11-4/11	114,638	2011	1	1.2	5	20	5	12	1	3.2	0	0	2	3.2	2	1.6	5	8	0	0	2	8	57.2
City Policy	Rockville, MD	Complete Streets Policy	61,209	2009	5	6	4	16	3	7.2	3	9.6	5	2	0	0	5	4	5	8	0	0	1	4	56.8
City Policy	Falcon Heights, MN	Complete Streets Policy	5,321	2011	3	3.6	5	20	5	12	1	3.2	5	2	2	3.2	5	4	5	8	0	0	0	0	56.0
City Policy	Vacaville, CA	Complete Streets Policy	92,428	2012	1	1.2	4	16	5	12	3	9.6		0	3	4.8	0	0	5	8	5	4	0	0	55.6
City Policy	Suwanee, GA	Ordinance No. 2009-005	15,355	2009	5	6	5	20	5	12	1	3.2	5	2	0	0	5	4	5	8	0	0	0	0	55.2
City Policy	Ishpeming, MI	Resolution 2011-01	6,470	2011	3	3.6	4	16	5	12	4	12.8	0	0	0	0	3	2.4	5	8	0	0	0	0	54.8
City Policy	Morristown, NJ	Complete Streets Policy	18,411	2012	3	3.6	3	12	5	12	4	12.8	5	2	3	4.8	3	2.4	0	0	0	0	1	4	53.6
City Policy	Dunwoody, GA	Complete Streets Policy	46,267	2011	3	3.6	5	20	2	4.8	1	3.2	5	2	2	3.2	5	4	5	8	0	0	1	4	52.8
City Policy	Billings, MT	Resolution	104,170	2011	1	1.2	4	16	0	0	0	0	0	0	2	3.2	0	0	5	8	0	0	3	12	52.4
City Policy	Independence, MN	Complete Streets Policy	3,504	2011	3	3.6	2	8	5	12	1	3.2	5	2	2	3.2	5	4	5	8	0	0	2	8	52.0
City Policy	Asheville, NC	Complete Streets Policy	83,393	2012	5	6	3	12	5	12	4	12.8	0	0	3	4.8	0	0	0	0	0	0	1	4	51.6
City Policy	Coeur d'Alene, ID	Resolution 09-021	44,137	2009	3	3.6	5	20	3	7.2	1	3.2	5	2	2	3.2	5	4	5	8	0	0	0	0	51.2
City Policy	South Orange, NJ	Resolution 2012-224	16,198	2012	1	1.2	3	12	3	7.2	4	12.8	5	2	0	0	3	2.4	0	0	0	0	3	12	49.6
City Policy	Maple Plain, MN	Complete Streets Policy	1,768	2013	1	1.2	2	8	5	12	4	12.8	5	2	2	3.2	2	1.6	5	8	0	0	0	0	48.8
City Policy	Austin, MN	Complete Streets Policy	24,718	2012	3	3.6	5	20	5	12	0	0	5	2	0	0	2	1.6	5	8	0	0	0	0	47.2
City Policy	Auburndale, FL	Complete Streets Policy	13,507	2012	1	1.2	5	20	5	12	0	0	5	2	0	0	3	2.4	5	8			0	0	45.6
City Policy	Bartow, FL	Complete Streets Policy	17,298	2012	1	1.2	5	20	5	12	0	0	5	2	0	0	3	2.4	5	8		0	0	0	45.6
City Policy	Davenport, FL	Complete Streets Policy	2,888	2012	1	1.2	5	20	5	12	0	0	5	2	0	0	3	2.4	5	8		0	0	0	45.6
City Policy	Dundee, FL	Complete Streets Policy	3,717	2012	1	1.2	5	20	5	12	0	0	5	2	0	0	3	2.4	5	8		0	0	0	45.6
City Policy	Eagle Lake, FL	Complete Streets Policy	2,255	2012	1	1.2	5	20	5	12	0	0	5	2	0	0	3	2.4	5	8		0	0	0	45.6
City Policy	Fort Meade, FL	Complete Streets Policy	5,626	2012	1	1.2	5	20	5	12	0	0	5	2	0	0	3	2.4	5	8		0	0	0	45.6
City Policy	Frostproof, FL	Complete Streets Policy	2,992	2012	1	1.2	5	20	5	12	0	0	5	2	0	0	3	2.4	5	8		0	0	0	45.6
City Policy	Haines City, FL	Complete Streets Policy	20,535	2012	1	1.2	5	20	5	12	0	0	5	2	0	0	3	2.4	5	8		0	0	0	45.6
City Policy	Highland Park, FL	Complete Streets Policy	230	2012	1	1.2	5	20	5	12	0	0	5	2	0	0	3	2.4	5	8		0	0	0	45.6
City Policy	Hillcrest Heights, FL	Complete Streets Policy	254	2012	1	1.2	5	20	5	12	0	0	5	2	0	0	3	2.4	5	8		0	0	0	45.6
City Policy	Lake Alfred, FL	Complete Streets Policy	5,015	2012	1	1.2	5	20	5	12	0	0	5	2	0	0	3	2.4	5	8	0	0	0	0	45.6
City Policy	Lake Hamilton, FL	Complete Streets Policy	1,231	2012	1	1.2	5	20	5	12	0	0	5	2	0	0	3	2.4	5	8		0	0	0	45.6
City Policy	Lake Wales, FL	Complete Streets Policy	14,225	2012	1	1.2	5	20	5	12	0	0	5	2	0	0	3	2.4	5	8		0	0	0	45.6
City Policy	Lakeland, FL	Complete Streets Policy	97,422	2012	1	1.2	5	20	5	12	0	0	5	2	0	0	3	2.4	5	8		0	0	0	45.6
City Policy	Mulberry, FL	Complete Streets Policy	3,817	2012	1	1.2	5	20	5	12	0	0	5	2	0	0	3	2.4	5	8		0	0	0	45.6
City Policy	Polk City, FL	Complete Streets Policy	1,562	2012	1	1.2	5	20	5	12	0	0	5	2	0	0	3	2.4	5	8		0	0	0	45.6
City Policy	Winter Haven, FL	Complete Streets Policy	33,874	2012	1	1.2	5	20	5	12	0	0	5	2	0	0	3	2.4	5	8		0	0	0	45.6
City Policy	Marquette, MI	Complete Streets Guiding Principles	21,355	2011	3	3.6	3	12	5	12	0	0	5	2	0	0	3	2.4	5	8	0	0	1	4	44.0

Category	Location	Policy	Population	Year	Intent		All Users and Modes		Projects and Phases		Exceptions		Network		Jurisdiction		Design Flexibility		Context		Metrics		Implementation Plan		Total Score
					points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	points	weighted score	
City Policy	Westfield, IN	Resolution 12-114	30,068	2013	1	1.2	5	20	3	7.2	0	0	5	2	0	0	5	4	5	8	0	0	0	0	42.4
City Policy	San Antonio, TX	Complete Streets Policy	1,327,407	2011	1	1.2	4	16	5	12	0	0	5	2	0	0	2	1.6	5	8	0	0	0	0	40.8
City Policy	Des Moines, IA	Complete Streets Policy	203,433	2008	5	6	4	16	3	7.2	2	6.4	0	0	0	0	5	4	0	0	0	0	0	0	39.6
City Policy	North Little Rock, AR	Resolution No. 74-25	62,304	2009	3	3.6	4	16	5	12	1	3.2	0	0	0	0	5	4	0	0	0	0	0	0	38.8
City Policy	Palm Bay, FL	Resolution No. 2011-22	103,190	2011	3	3.6	4	16	3	7.2	0	0	0	0	2	3.2	0	0	5	8	0	0	0	0	38.0
City Policy	Maplewood, MN	Living Streets Policy	38,018	2013	1	1.2	0	0	3	7.2	0	0	0	0	2	3.2	5	4	5	8	0	0	1	4	27.6
City Policy	Concord, NH	Comprehensive Transportation Policy	42,695	2010	5	6	1	4	5	12	0	0	5	2	2	3.2	0	0	0	0	0	0	0	0	27.2

Smart Growth America
Making Neighborhoods Great Together

National Complete Streets Coalition

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

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

For more information visit www.smartgrowthamerica.org/completestreets.