



Complete Streets Policies Examples

Policy	Level	Type	Language	Adoption Year	Source
Massachusetts Department of Transportation Project Development and Design Guide	State	design manual	"A guiding principle of the Guidebook is that the roadway system of the Commonwealth should safely accommodate all users of the public right-of-way including: pedestrians, (including people requiring mobility aids);... bicyclists; drivers and passengers of transit vehicles, trucks, automobiles and motorcycles."	2006	http://www.vhb.com/mhdGuide/mhd_GuideBook.asp
Caltrans Deputy Directive 64-R1	State	internal policy	"...[P]rovides for the needs of travelers of all ages and abilities in all planning, programming, design, construction, operations, and maintenance activities and products on the State highway system. The Department views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system."	2008	http://www.dot.ca.gov/hq/tpp/offices/bike/guidelines_files/DD64.pdf
New Jersey Department of Transportation Complete Streets Policy	State	internal policy	"The New Jersey Department of Transportation shall implement a Complete Streets policy through the planning, design, construction, maintenance and operation of new and retrofit transportation facilities..."	2009	http://www.completestreets.org/webdocs/policy/cs-nj-dotpolicy.pdf
North Carolina Department of Transportation Complete Streets Policy	State	internal policy	"Complete Streets is North Carolina's approach to interdependent, multi-modal transportation networks that safely accommodate access and travel for all users.."	2009	https://apps.dot.state.nc.us/pio/releases/details.aspx?r=2777
State of Oregon ORS 366.514	State	legislation	"Footpaths and bicycle trails, including curb cuts or ramps as part of the project, shall be provided wherever a highway, road or street is being constructed, reconstructed or relocated."	1971	http://www.pdxtrans.org/bicycles/bikebill.htm
State of Florida Statute 335.065	State	legislation	"Bicycle and pedestrian ways shall be given full consideration in the planning and development of transportation facilities, including the incorporation of such ways into state, regional, and local transportation plans and programs. Bicycle and pedestrian ways shall be established in conjunction with the construction, reconstruction, or other change of any state transportation facility, and special emphasis shall be given to projects in or within 1 mile of an urban area."	1984	http://www.leg.state.fl.us/statutes/index.cfm?mode=View%20Statutes&SubMenu=1&App_mode=Display_Statute&Search_String=335.065&URL=CH0335/Sec065.HTM
Metropolitan Transportation Commission San Francisco Bay Area Regional Policy for the Accommodation of Non-Motorized Travelers	MPO	resolution	"Projects funded all or in part with regional funds (e.g. federal, STIP, bridge tolls) shall consider the accommodation of non-motorized travelers, as described in Caltrans Deputy Directive 64...to facilitate the accommodation of pedestrians, bicyclists, and disabled traveler needs into all projects where non-motorized travel is consistent with current, adopted regional and local plans."	2006	http://www.marinbike.org/Campaigns/CompleteStreets/MTCres.pdf
East-West Gateway Council of Governments St. Louis Area Legacy 2030 Long-Range Plan	MPO	plan	"... [A]s a matter of standard practice the transportation system should be designed, built, and maintained in a manner that accommodates not only automobiles but transit vehicles and non-motorized modes of travel as well."	2007	http://www.ewgateway.org/pdffiles/library/trans/legacy2030/legacy2030-032105.pdf
Bloomington-Monroe County, IN MPO Complete Streets Policy	MPO	internal policy	"This policy will ensure that the entire right-of-way is designed and operated to enable safe access for all users and that all transportation agencies participating in the BMCMPPO adhere to implementing the principles of inclusion in all transportation projects appropriate to the local context and needs."	2009	http://bloomington.in.gov/media/media/application/pdf/4425.pdf
San Diego County, CA Transnet Tax Extension	County	tax ordinance	"All new projects, or major reconstruction projects, funded by revenues provided under this Ordinance shall accommodate travel by pedestrians and bicyclists, except where pedestrians and bicyclists are prohibited by law from using a given facility or where the costs of including bikeways and walkways would be excessively disproportionate to the need or probable use."	2004	http://www.sandag.org/uploads/committeeid/committeeid_75_5344.pdf
Ada County, ID Complete Streets Policy	County	resolution	"Streets, bridges and transit stops within Ada County should be designed, constructed, operated and maintained so that pedestrians, bicyclists, transit riders, motorists, and people of all ages and abilities can travel safely and independently."	2009	http://www.achd.ada.id.us/PDF/staff_reports/2009/052709/6.pdf



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Sacramento, CA Best Practices Guide	City	best practices	"This document outlines an approach to designing streets that are more "complete" in the sense of accomplishing all of the goals associated with the dominant form of public space in urban societies – our streets. ... Complete streets are those that adequately provide for all roadway users, including bicyclists, pedestrians, transit riders, and motorists, to the extent appropriate to the function and context of the street."	2005	http://www.cityofsacramento.org/transportation/dot_media/engineer_media/pdf/bp-UniversalDesign.pdf
San Francisco, CA Transit First policy	City	legislation	"Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety."	1995	http://library.municode.com/HTML/14130/level1/AVIIIA.html#AVIIIA_s8A.115
Hendersonville, TN Transportation & Land Use Plan	City	plan	"The inclusion of complete streets in the Hendersonville Land Use & Transportation Plan is a response to a public interest. Local citizens, business owners, and officials recognize the importance of a shift from an automobile-dominated roadway to a balanced, multi-modal transportation system that respects all users of the roadway and the rights of adjacent land owners."	2009	http://www.hvilletn.org/comprehensiveplan.aspx
Colorado Springs, CO Amendment to the Intermodal Transportation Plan	City	plan amendment	"Construct complete streets designed to accommodate all users. In all new roadway projects or major reconstruction projects, accommodate travel by pedestrians, bicyclists, and transit users, except where pedestrians and bicyclists are prohibited by law from using a given facility or where...unsafe or impractical."	2005	http://www.springsgov.com/units/council/051122/051122_40.pdf
Rockville, MD Complete Streets Policy	City	internal policy	"The Complete Streets policy of the City of Rockville is developed to provide guidance for its residents, decision makers, planners and designers to ensure that multimodal elements are incorporated into all transportation improvement projects."	2009	http://www.rockvillemd.gov/residents/traffic/pdf/complete_streets_policy_adopted.pdf
Charlotte, NC Urban Street Design Guidelines	City	internal policy	"The Guidelines will allow us to... provide more capacity and safe and comfortable travel for motorists, pedestrians, bicyclists, and transit riders." Establishes a new six-step planning process that begins by assessing all user needs.	2007	http://www.charmeck.org/Departments/Transportation/Urban+Street+Design+Guidelines.htm
North Myrtle Beach, SC Complete Streets Ordinance	City	ordinance	"All streets shall be designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a complete street."	2009	http://www.completestreets.org/webdocs/policy/cs-sc-northmyrtlebeach-ordinance.pdf
Rochester, MN Complete Streets Policy	City	ordinance	"The City of Rochester will 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..."	2009	http://www.co.olmsted.mn.us/departments/planning/transportation_planning.asp
Decatur, GA Community Transportation Plan	City	plan	"...CTP employs a Complete Streets philosophy that defines the street by more than just its mobility and accessibility functions, but by its role as a critical community character shaper."	2008	http://www.decaturga.com/cgs_citysvcs_dev_transportationplan.aspx
DeSoto, MO Bill No. 45-08	City	ordinance	"The City of De Soto establishes a "policy statement" to ensure that the City will design, build, and maintain its roadways in a manner that accommodates safe and contiguous routes for all users including pedestrians, individuals of all ages and abilities (including individuals with disabilities), bicyclists, transit vehicles and users and motorists."	2008	http://www.completestreets.org/webdocs/policy/cs-mo-desoto-ordinance.pdf
Las Cruces, NM Resolution No. 09-0058R1	City	resolution	"Every public right-of-way shall be planned, designed, constructed, and maintained such as that each Las Crucean will have transportation options to safely and conveniently travel to their destinations."	2009	http://lcmpoweb.las-cruces.org/Complete%20Streets/City%20of%20Las%20Cruces%20Complete%20Streets%20Resolution.pdf
Seattle, WA Complete Streets Ordinance	City	ordinance	"...[S]o that transportation improvements are planned, designed and constructed to encourage walking, bicycling, and transit use while promoting safe operations for all users."	2007	http://clerk.ci.seattle.wa.us/~scripts/nph-brs.exe?d=CBOR&s1=115861.cbn.&Sect6=HITOFF&l=20&p=1&u=/~public/cbor2.htm&r=1&f=G