Smart Growth America
Making Neighborhoods Great Together

National Complete Streets Coalition

The Best Complete Streets Policies of 2015

April 2016

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Making Neighborhoods Great Together

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The National Complete Streets Coalition, a program of Smart Growth America, is a non-profit, non-partisan alliance of public interest organizations and transportation professionals committed to the development and implementation of Complete Streets policies and practices. A nationwide movement launched by the Coalition in 2004, Complete Streets is the integration of people and place in the planning, design, construction, operation, and maintenance of transportation networks.

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.

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Executive Summary

The U.S. Surgeon General and Secretary of Transportation both spoke out for more Complete Streets last year. Congress passed a transportation bill that included Complete Streets language for the first time ever. And the City of Reading, PA adopted the first policy to ever score a perfect 100 in our analysis. Together, these all helped set a new high water mark for the national movement for safer streets across the country.

A Complete Streets approach creates an integrated transportation system that supports safe travel for people of all ages and abilities. This approach redefines what a transportation network looks like, which goals a public agency sets out to meet, and how communities prioritize their transportation spending. A Complete Streets policy is one of the best ways to set this approach into motion.

In 2015, communities passed a total of 82 Complete Streets policies. These laws, resolutions, agency policies, and planning and design documents establish a process for selecting, funding, planning, designing, and building transportation projects that allow safe access for everyone, regardless of age, ability, income or ethnicity, and no matter how they travel.

Nationwide, a total of 899 Complete Streets policies are now in place, in all 50 states, the Commonwealth of Puerto Rico, and the District of Columbia. Thirty-two state governments or agencies, 76 regional organizations, and 663 individual municipalities have all adopted such policies to create safer, multimodal transportation networks.

Each year, the National Complete Streets Coalition analyzes newly passed Complete Streets policies. The Coalition examines and scores policy language using the guidelines laid out in our ideal policy elements. Ideal policies state a community's vision for transportation, provide for many types of users, complement community needs, and establish a flexible project delivery approach. Different types of policy statements are included in the Coalition's review, including legislation, resolutions, executive orders, internal policies, and policies adopted by an elected board.

The Coalition ranks new Complete Streets policies to celebrate the people who developed exceptional policy language and to provide leaders at all levels of government with examples of strong Complete Streets policies.

Sixteen agencies led the nation in creating and adopting comprehensive Complete Streets policies in 2015:

1. Reading, PA
2. West Hartford, CT
3. Park Forest, IL
   South Bend, IN
   Longmeadow, MA
4. Weymouth, MA
5. Omaha, NE
6. Vincennes, IN
7. Ashland, MA
   Natick, MA
   Norwell, MA
8. Little Rock, AR
9. Framingham, MA
   Lynn, MA
   Portage, MI
10. Battle Ground, WA

We congratulate these communities for their work making streets safer, healthier, and more economically vibrant, and for showing other communities across the country just how strong and effective Complete Streets policies can be.

Introduction

A call to action on the United States' obesity epidemic, a challenge on safety from a federal cabinet secretary, new standards for transportation in Congress, and the first-ever perfect-scoring policy all made 2015 a banner year for the national movement for Complete Streets.

A Complete Streets approach integrates the needs of people and place in the planning, design, construction, operation, and maintenance of transportation networks. In doing so, streets become safer for people of all ages and abilities and better support overall public and economic health. Complete Streets redefines what a transportation network looks like, 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 planning and designing for driving, transit, walking, and bicycling.

The movement gained new momentum in 2015. In January, the U.S. Secretary of Transportation challenged the nation's mayors to advance safety and accessibility goals in part by using a Complete Streets approach. In September, the U.S. Surgeon General called on communities to help Americans make physical activity a bigger part of their daily routines, in part by using a Complete Streets approach. And for the first time ever, in December, Congress passed a federal transportation bill (the FAST Act) that included Complete Streets language, making this approach to the planning, design, construction, operation, and maintenance of transportation networks a formal part of federal policy.[1]

It wasn't just federal agencies taking action. More local communities took action for Complete Streets in 2015, as well. In 2015, 77 jurisdictions adopted a total of 82 Complete Streets policies.[2] Of those, 73 are eligible for this year's rankings.[3] Nationwide, a total of 899 Complete Streets policies are now in place, in all 50 states, the Commonwealth of Puerto Rico, and the District of Columbia (see Appendix B starting on page 23 for the full list). Thirty-two state governments or agencies, 76 regional organizations, and 663 individual municipalities have all adopted such policies to create safer, multimodal transportation networks.[4]

Each year the National Complete Streets Coalition ranks new Complete Streets policies to celebrate the people who developed exceptional policy language and to provide leaders at all levels of government with examples of strong Complete Streets policies. This year the Coalition is proud to award the City of Reading, PA's 2015 policy the first-ever score of 100 points. We want to congratulate Reading in particular for their outstanding work. Notably, and key for a perfect score like this, the policy goes beyond a vision for Complete Streets to clearly commit to building an integrated, context-sensitive transportation network.

Complete Streets efforts are almost always are the fruit of diverse alliances among advocates for older adults and public health, transportation practitioners, bicycling and walking proponents, and many others. The policies passed this year and the momentum at the national level reflects this diversity.

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1 Learn more about Complete Streets in the FAST Act in our one-pager on the bill: http://www.smartgrowthamerica.org/documents/Complete-Streets-FAST-Act-One-Pager.pdf

2 843 jurisdictions have passed a total of 899 policies. Several jurisdictions have passed more than one qualifying policy.

3 Plans and design guidelines are not scored. Read why on page 22.

4 Some municipalities have passed multiple policies.

Passing a policy: the first step to Complete Streets

Complete Streets policies represent a community's intent to select, design, and build transportation projects that provide safe, attractive transportation options to homes, workplaces, schools, healthcare facilities, civic and cultural centers, and other important destinations. They direct decision-makers to consistently fund, plan for, construct, operate, and maintain community streets to accommodate all anticipated users, including people walking, bicycling, taking public transportation and driving cars and commercial vehicles.

The National Complete Streets Coalition recognizes many types of statements as official commitments to a Complete Streets approach, including legislation, resolutions, executive orders, internal policies, policies adopted by an elected board, tax ordinances, comprehensive or master plans, and design guidance. Complete Streets legislation includes bills that require the needs of all users to be addressed in transportation projects by changing city, county, or state codes or statutes. Resolutions are non-binding official statements from a jurisdiction's legislative branch and executive orders are high-level directives issued by a mayor or governor. Internal policies are adopted by the leadership of a jurisdiction's transportation agency, office, or department without action from an elected body. Policies adopted by an elected board are statements, usually developed by a group of stakeholders, and are approved by an elected governing body via an adopting resolution or ordinance. Tax ordinances are a legislative or voter-approved ordinance to fund Complete Streets projects. Some communities also incorporate Complete Streets into comprehensive or transportation master plans or through updates to street design guidance and standards. This report analyses all types of policy documents *except* plans and design guidance.

This report evaluates the language of Complete Streets policies adopted in 2015, based on a comprehensive policy model that includes ten ideal elements:

1. **Vision:** The policy establishes a motivating vision for why the community wants Complete Streets: to improve safety, promote better health, make overall travel more efficient, improve the convenience of choices, or for 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 design flexibility to balance user needs in context.
8. **Context sensitivity:** The current and planned context—buildings, land use, transportation, and community needs—is considered in when planning and designing transportation solutions.
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 Coalition's Steering Committee and its corps of workshop instructors, and through its ongoing research efforts. Based on decades of collective experience in transportation planning and design, the ten elements are a national model of best practice that can be employed in nearly all types of Complete Streets policies at all levels of governance.

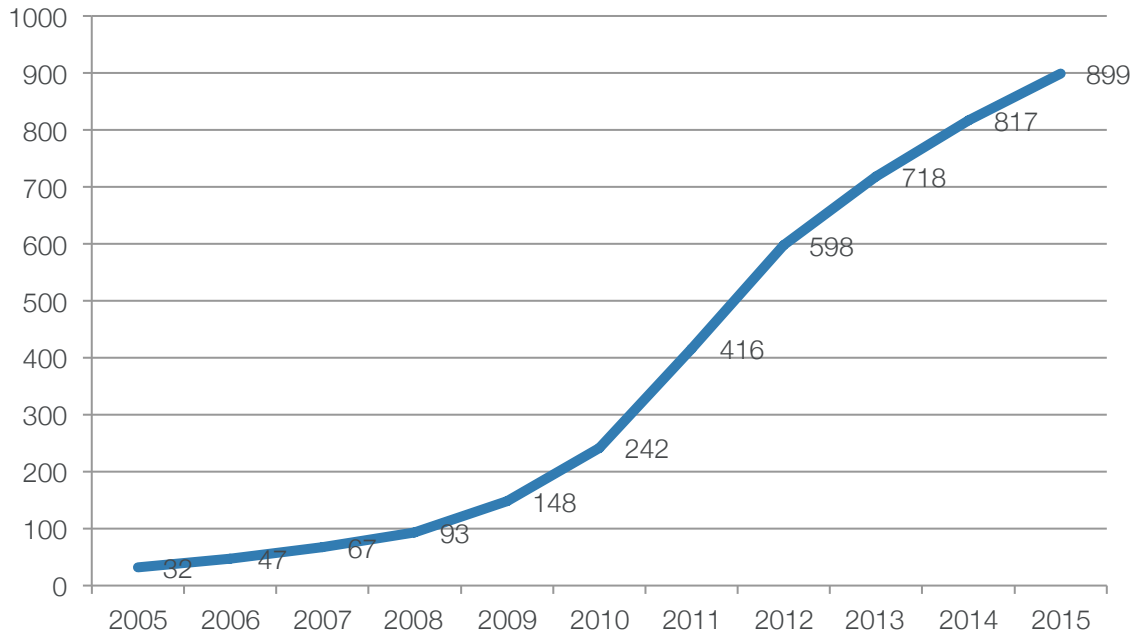
Our analysis is designed to recognize communities that have integrated best practices into their policy documents. More information about our ideal elements, and ideas for how your community can pass an outstanding policy of its own, is included in Appendix A of this report, starting on page 10.

National trends in Complete Streets policies

This year continued an upward national trend of Complete Streets policy adoption since 2005 (see Figure 1 below).

FIGURE 1

Number of Complete Streets policies nationwide, 2005–2015



Today, 899 Complete Streets policies are in place nationwide, including 32 state agencies, the Commonwealth of Puerto Rico and the District of Columbia; 76 regional planning organizations; and 663 municipalities. Eighty-two of those policies were adopted in 2015 alone.

Small towns and big cities alike see Complete Streets as integral to their transportation goals (see Figure 2 on page 5). Of the 663 municipalities with Complete Streets policies, 239 (or 36 percent) are suburban communities. Small towns, often in rural areas, have passed 111 policies, or 17 percent of all municipal policies. On the other end of the spectrum, 12 of the 15 most populous cities in the country have committed to Complete Streets with a policy.[5]

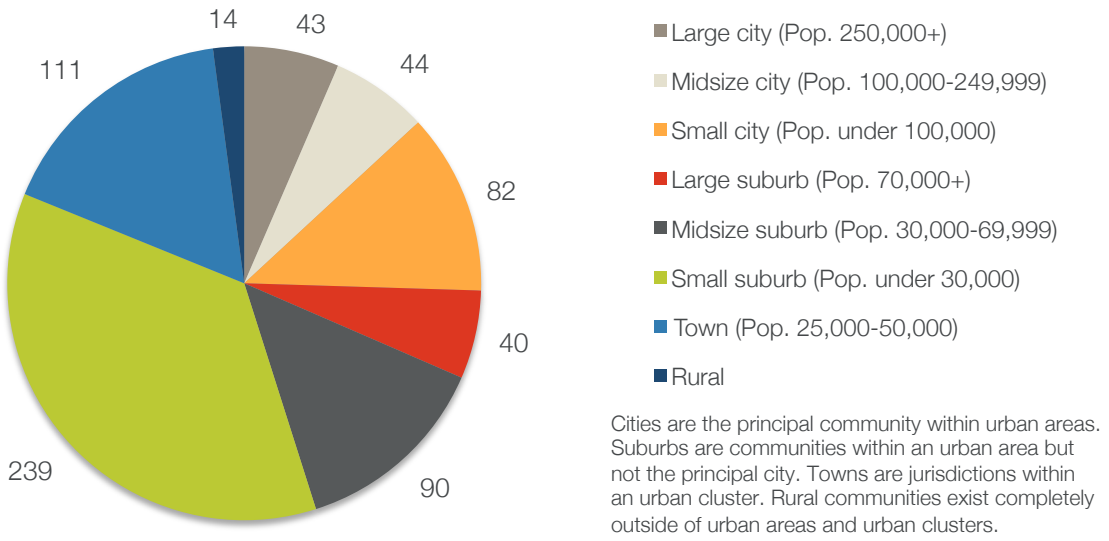
The types of policies in place are similarly diverse (see Figure 3 on page 5). While most take the form of a resolution adopted by a city or county council, jurisdictions are also commonly using policies adopted by an elected board and city-level legislation to direct the use of a Complete Streets approach. Of the 73 Complete Streets policies scored as part of our 2015 analysis, 33 were city or metropolitan planning organization (MPO) resolutions; 21 were policies adopted by an elected board; 16 were city legislation; 3 were city executive orders; and 1 was an internal state policy.

5 Including the cities of Austin, TX; Chicago, IL; Columbus, OH; Houston, TX; Indianapolis, IN; Jacksonville, FL; New York, NY; Philadelphia, PA; Phoenix, AZ; San Antonio, TX; San Diego, CA; San Francisco, CA, which all have Complete Streets policies in place.

Policy adoption was most evident in Massachusetts this year, where ten jurisdictions adopted policies, and in New Jersey, where eight jurisdictions adopted policies. Overall, the states with the most policies now in place are New Jersey with 126 and Michigan with 85. Meanwhile, California (69), Florida (61), and New York (60) added to their impressive totals this year. Nationally, there are now 25 states with 10 or more Complete Streets policies at the local, regional, or state level.

FIGURE 2

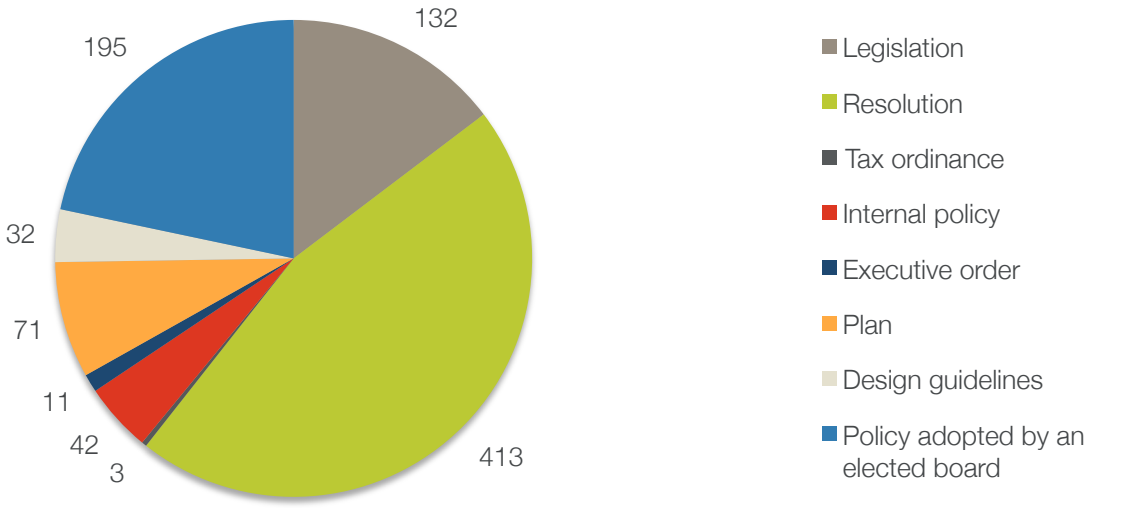
Municipalities with Complete Streets policies by size, 1971-2015



Cities are the principal community within urban areas. Suburbs are communities within an urban area but not the principal city. Towns are jurisdictions within an urban cluster. Rural communities exist completely outside of urban areas and urban clusters.

FIGURE 3

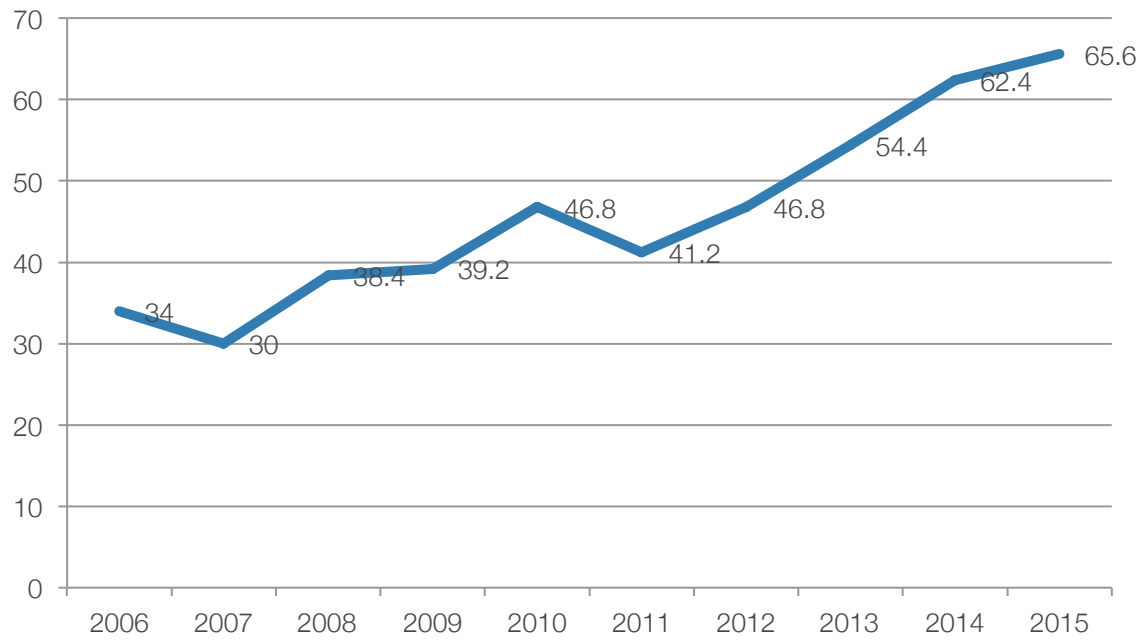
Complete Streets policies by type, 1971-2015



Policies overall continued to improve this year, with the annual median policy score rising from 62 out of 100 in 2014 to 66 in 2015. This year's strong policies helped raise the overall median score of all policies ever passed to 48 (see Figure 4 on page 6).

FIGURE 4

Median score of Complete Streets policies by year, 2006-2015



When analyzing Complete Streets policies, we look for language that will help the largest number of people, including all ages and abilities, traveling by all modes. Eighty-one percent of policies analyzed from 2015 covered all abilities, 80 percent mentioned all ages, and 84 percent mentioned more modes of transportation than bicyclists, pedestrians, and transit. Among all policies ever analyzed, 86 percent mentioned all abilities, 74 percent covered all ages, and 82 percent mentioned more modes than bicyclists, pedestrians, and transit.

Complete Streets policies also have the capacity to impact broader community design decisions. Some policy elements—such as context sensitivity, using the best or latest design guidelines, and prioritizing network connectivity—influence how future projects will be integrated into a jurisdiction's streetscape, architecture, and planning. Of policies analyzed from 2015, 73 percent mentioned the importance of using a network approach (in contrast to 50 percent of all policies analyzed), 69 percent covered the need for context sensitivity (in contrast to 52 percent of all policies analyzed), and 63 percent required use of the best or latest design guidelines for Complete Streets projects (in contrast to 45 percent of all policies analyzed).

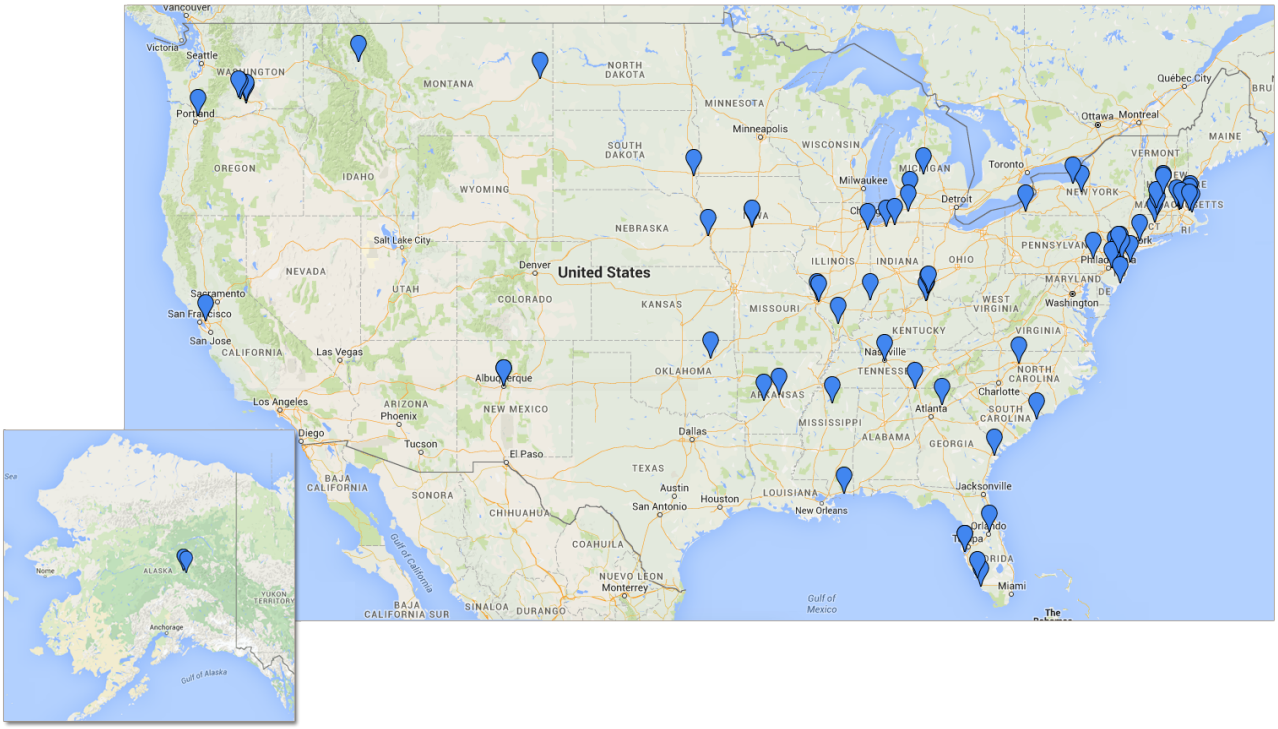
Adopting a Complete Streets policy is the first step in creating streets that are safe and comfortable for all types of people. The Coalition recommends that specific next steps be included in policy language to ensure integration of Complete Streets into the transportation process. Our analysis shows that the number of newly adopted policies with specific implementation steps continues to grow over time. Of the policies analyzed from 2015, 86 percent named at least 1 implementation activity (in contrast to 58 percent of all policies analyzed), and 63 percent included at least two of the next steps recommended by the Coalition (in contrast to 27 percent of all policies analyzed). Building on those steps, 45 percent of policies analyzed from 2015 (in contrast to 22 percent of all policies analyzed) identified a specific person or committee to oversee implementation or required regular public reporting on progress. The following section looks at which policies from 2015 are designed to best meet these goals.

The best Complete Streets policies of 2015

In 2015, communities across the United States demonstrated their commitment to providing for safe access to destinations for everyone, regardless of age, ability, income, or how they travel by passing a total of 82 new Complete Streets policies. Figure 5, below, details the geographic distribution of last year's policies.

FIGURE 5

Complete Streets policies passed in 2015



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

Of the 82 policies passed, 73 are eligible for this year's rankings.[6] The Coalition evaluated each of these based on our established elements of an ideal Complete Streets policy (outlined on page 2 and discussed in more detail in Appendix A, starting on page 10). Policies were awarded up to five points for how well they fulfilled each of the ten elements, and scores were weighted to emphasize the more important elements of a written policy.

The policies in Table 1 on page 8 garnered the top scores across all ten elements.

6 Plans and design guidelines are not scored. Read why on page 22.

TABLE 1

The best Complete Streets policies of 2015

Rank	Jurisdiction	State	Score	Policy
1	Reading	PA	100.0	Executive Order 2-2015; Complete Streets[7]
2	West Hartford	CT	94.4	Resolution Adopting a Complete Streets Policy for the Town of West Hartford[8]
3	Park Forest	IL	92.8	A Resolution Adopting The Village Of Park Forest Complete Streets Policy [9]
3	South Bend	IN	92.8	A Resolution of the Board of Public Works of the City of South Bend, Indiana Adopting a Complete Streets Policy[10]
3	Longmeadow	MA	92.8	Complete Streets Bylaw[11]
4	Weymouth	MA	92.0	Complete Streets Policy[12]
5	Omaha	NE	88.8	Complete Streets Policy[13]
6	Vincennes	IN	88.0	An Ordinance of the Common Council of the City of Vincennes, Establishing a "Complete Streets" Program[14]
7	Ashland	MA	87.2	Complete Streets Policy[15]
7	Natick	MA	87.2	Complete Streets Policy[16]
7	Norwell	MA	87.2	Complete Streets Policy[17]
8	Little Rock	AR	85.6	An Ordinance to Adopt a Complete Streets Policy for the City of Little Rock, Arkansas[18]
9	Framingham	MA	84.8	Policy on Complete Streets[19]
9	Lynn	MA	84.8	Complete Streets Policy[20]
9	Portage	MI	84.8	Resolution of the Portage City Council in Support of the Complete Streets Policy[21]
10	Battle Ground	WA	84.0	A Resolution Adopting a Complete Streets Policy Within the City of Battle Ground, Washington [22]

7 http://www.smartgrowthamerica.org/documents/cs/policy/cs-pa-reading-order.pdf
8 http://www.smartgrowthamerica.org/documents/cs/policy/cs-ct-west-hartford-ordinance.pdf
9 http://www.smartgrowthamerica.org/documents/cs/policy/cs-il-parkforest-resolution.pdf
10 http://www.smartgrowthamerica.org/documents/cs/policy/cs-in-south-bend-resolution.pdf
11 http://www.smartgrowthamerica.org/documents/cs/policy/cs-ma-longmeadow-bylaw.pdf
12 http://www.smartgrowthamerica.org/documents/cs/policy/cs-ma-weymouth-policy.pdf
13 http://www.smartgrowthamerica.org/documents/cs/policy/cs-ne-omaha-resolution.pdf
14 http://www.smartgrowthamerica.org/documents/cs/policy/cs-in-vincennes-ordinance.pdf
15 http://www.smartgrowthamerica.org/documents/cs/policy/cs-ma-ashland-policy.pdf
16 http://www.smartgrowthamerica.org/documents/cs/policy/cs-ma-natick-policy.pdf
17 http://www.smartgrowthamerica.org/documents/cs/policy/cs-ma-norwell-policy.pdf
18 http://www.smartgrowthamerica.org/documents/cs/policy/cs-ar-littlerock-ordinance.pdf
19 http://www.smartgrowthamerica.org/documents/cs/policy/cs-ma-framingham-policy.pdf
20 http://www.smartgrowthamerica.org/documents/cs/policy/cs-ma-lynn-policy.pdf
21 http://www.smartgrowthamerica.org/documents/cs/policy/cs-mi-portage-resolution.pdf
22 http://www.smartgrowthamerica.org/documents/cs/policy/cs-wa-battle-ground-resolution.pdf

Turning policy into practice

After more than a decade of work, the Coalition is encouraged that so many communities have passed Complete Streets policies. The analysis provided is intended to celebrate great work, as well as to give communities interested in creating their own policies the best possible model to follow.

The concept of "Complete Streets" is itself simple and inspiring, but to be truly effective a community's work doesn't stop there. Implementing these policies—turning policy into practice—is a crucial continuation of this work. And as much as we value strongly written policy language, these policies are of little value if communities do not use them to change practices and put projects on the ground.

The National Complete Streets Coalition offers a range of materials and courses to help communities implement their policies. Full implementation requires agencies to make changes like including new project development processes, design standards, educational and outreach efforts, and performance measures. We are excited to continue to support the 899 jurisdictions with Complete Streets policies in place as they move on to the implementation phases of their work. Find out more about our implementation services at www.smartgrowthamerica.org/complete-streets/implementation.

Appendix A: Scoring methodology

To help communities understand what makes strong, effective Complete Streets policies, the Coalition established an objective set of ten ideal policy elements. 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 its ongoing research efforts. Based on decades of collective experience in transportation planning and design, the ten elements are a national model of best practice that can be employed in nearly all types of Complete Streets policies at all levels of governance.

The following section provides more information about these ideals, and highlights of these ideals in this year's policies. For communities considering a Complete Streets policy, this section can provide models to follow. For communities with an existing Complete Streets policy, this section may provide ideas for improvements or, perhaps, reasons to boast.

More information about writing Complete Streets policies is available in our *Complete Streets Local Policy Workbook*. Download your copy at http://www.smartgrowthamerica.org/guides/complete-streets-local-policy-workbook/.

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. Visions cannot be empirically compared across policies, so this element 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 to fulfill the policy's intent.

- 5 points: The strongest policies are those that are clear in intent, stating unequivocally 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," "Complete Streets principles," or "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.”

VISION AND INTENT

From Park Forest, IL’s policy:

“Vision: This Complete Streets Policy shall direct the Village of Park Forest to develop and provide a safe and accessible, well-connected and visually attractive surface transportation network, that balances the needs of all users, including: motorists, pedestrians, bicyclists, public transportation riders and driver, emergency vehicles, freight carriers, agricultural vehicles and land uses and promote a more livable community for people of all ages and abilities, including children, youth, families, older adults and individuals with disabilities.”

http://www.smartgrowthamerica.org/documents/cs/policy/cs-il-parkforest-resolution.pdf

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.
- Required/0 points: Policy includes walking and bicycling.

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.

ALL USERS AND MODES

From Norwell, MA's policy:

"It is the intent of the Town of Norwell to formalize the plan, design, operation, and maintenance of streets so that they are safe for users of all ages, all abilities and all income levels as a matter of routine. This Policy directs decision-makers to consistently plan, design, construct, and maintain streets to accommodate all anticipated users including but not limited to pedestrians, bicyclists, motorists, emergency vehicles, and freight and commercial vehicles."

http://www.smartgrowthamerica.org/documents/cs/policy/cs-ma-norwell-policy.pdf

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.

- 3 points: Policy applies 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.
- 2 additional points available: Policy clearly includes maintenance, operations, resurfacing, repaving, or other types of changes to the transportation system.

ALL PROJECTS AND PHASES

From Little Rock, AR's policy:

"…the City will apply this complete streets policy to all street projects for public streets, regardless of funding source, including those involve new construction, reconstruction, retrofit, repaving, rehabilitation, and change in the allocation of pavement space on an existing street."

http://www.smartgrowthamerica.org/documents/cs/policy/cs-ar-littlerock-ordinance.pdf

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 other 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 other exceptions, including those that weaken the intent of the policy, but does not assign responsibility for approval.

- 0 points: Policy lists no exceptions.

EXCEPTIONS

From Vincennes, IN's policy:

"Any exception to this program, including for private projects, must be approved by the Vincennes Board of Works and Public Safety and be documented with supporting data that indicates the basis for the decision. Such documentation shall be publicly available.

Exceptions may be considered for approval when:

1. An affected roadway prohibits, by law, use by specific users (such as state highways) in which case a greater effort shall be made to accommodate those specified user

elsewhere, including on roadways that cross or otherwise intersect with the affected roadway;
2. The costs of providing accommodations are excessively disproportionate to the need or probable use;
3. The existing and planned population, employment densities, traffic volumes, or level of transit service around a particular roadway is so low as to demonstrate an absence of current and future need.
4. Transit accommodations are not required where there is no existing or planned service;
5. Routine maintenance of the transportation network does not change the roadway geometry or operations, such as mowing, sweeping, and spot repair;
6. There is a reasonable and equivalent project along the same corridor that is already programmed to provide facilities exempted from the project at hand.

http://www.smartgrowthamerica.org/documents/cs/policy/cs-in-vincennes-ordinance.pdf

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.

NETWORK

From Natick, MA's policy:

"The Town of Natick Complete Streets policy will focus on developing a connected, integrated network that serves all road users."

http://www.smartgrowthamerica.org/documents/cs/policy/cs-ma-natick-policy.pdf

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 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.

JURISDICTION

From Omaha, NE's policy:

"The Complete Streets policy will apply to all public and private street design, construction, and retrofit projects managed and implemented by the City of Omaha initiated after the Policy adoption…"

http://www.smartgrowthamerica.org/documents/cs/policy/cs-ne-omaha-resolution.pdf

7. Design

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

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

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

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

DESIGN

From South Bend, IN's policy:

"Sec. 5 Design Standards

(a) The City shall follow accepted or adopted design standards and use the best and latest design standards, policies, principles, and guidelines available. Principles and strategies of good street and bikeway designs offered by the National Association of City Transportation Officials (NACTO) shall be utilized first and foremost in decision making. Guidelines and standards may include, but not be limited to, Federal Highway Administration (FHWA), American Association of State Highway [and Transportation]

Officials (AASHTO), Indiana Department of Transportation (INDOT), the Institute of Transportation Engineers (ITE), the Americans with Disabilities Act (ADA), the Public Right-of-Way Accessibility Guidelines (PROWAG), and the American Society of Landscape Architects (ASLA).

(b) In recognition of various context, public input, and the needs of many users, a flexible, innovative, and balanced approach that follows other appropriate design standards may be considered, provided that a comparable level of safety for all users can be achieved.

http://www.smartgrowthamerica.org/documents/cs/policy/cs-in-south-bend-resolution.pdf

8. Context sensitivity

An effective Complete Streets policy must be sensitive to the surrounding community, its current and planned buildings, as well as its 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.

CONTEXT SENSITIVITY

From Ashland, MA's policy:

"Complete Streets principles include the development and implementation of projects in a context-sensitive manner in which project implementation is sensitive to the community's physical, economic, and social setting. This context-sensitive approach to process and design includes a range of goals that give significant consideration to stakeholder and community values. It includes goals related to the livability with greater participation of those affected in order to gain project consensus. The overall goal of this approach is to preserve and enhance scenic, aesthetic, historical, and environmental resources while improving or maintaining safety, mobility, and infrastructure conditions."

http://www.smartgrowthamerica.org/documents/cs/policy/cs-ma-ashland-policy.pdf

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 without naming any is credited in the next element, "Implementation steps."

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

PERFORMANCE MEASURES

From Reading, PA's policy:

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

- Number of crashes and severity of injuries
- Injuries and fatalities for all modes
- Number of curb ramps
- Number of countdown signals
- Miles of accessible routes
- On-time arrivals for BARTA
- Sidewalk condition ratings
- Travel time in key corridors (point A to point B)
- Emergency vehicle response times
- Number of audible traffic signals
- Number of students who walk or bike to school
- Access to industrial property (trucks)
- Commercial vacancies in downtown improvement district (DID)
- Number of mode users: walk, bike, transit
- Bike route connections to off-road trails (equity across all districts of the City)
- % of city that is within two miles of a 'low stress' bike route
- Number of employees downtown
- Number of bike share users
- Progress towards STAR Community standards: (a) drive alone max 25% and bike/walk min of 5%; (b) 50% of household spending less than 15% of household income on transportation; and (c) bike/pedestrian fatalities – progress toward Vision Zero
- Citizen and business surveys of satisfaction with streets and sidewalks
- Number of bicycle friendly businesses recognized by the League of American Bicyclists
- Number of bike parking spaces The Complete Streets Task Force will present an annual report to the Mayor and City Council showing progress made in implementing this policy.

The annual report on the annual increase or decrease for each performance measure contained in this executive order compared to the previous year(s) shall be posted on-line for each of the above measures."

http://www.smartgrowthamerica.org/documents/cs/policy/cs-pa-reading-order.pdf

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 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.

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

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

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

IMPLEMENTATION STEPS

From Weymouth, MA's policy:

"Implementation of the Complete Streets Policy will be carried out cooperatively among all departments in the Town of Weymouth with multi-jurisdictional cooperation, and to the greatest extent possible, among private developers and state, regional and federal agencies. The Department of Planning and Community Development will serve as the technical review agency for all Complete Streets projects. The Department of Planning and Community Development will forward the project documentation and plans to all applicable Town departments for comment during the review process. Ultimately, the project will require a vote by the appropriate governing body.

The Town shall make the Complete Streets practices a routine part of everyday operations, shall approach every transportation project and program as an opportunity to improve streets and the transportation network for all users, and shall work in coordination with other departments, agencies and jurisdictions.

The Town will review and revise or develop proposed revisions to all appropriate planning

documents, zoning codes, subdivision regulations, laws, procedures, rules, regulations, guidelines and programs to integrate the Complete Streets principles in all street projects, as feasible.

The Town will maintain a comprehensive priority list of transportation improvement projects including problem intersections and roadways.

The Town will maintain a comprehensive inventory of pedestrian and bicycle infrastructure and will prioritize projects to eliminate gaps in the sidewalk and bikeway network. The Town will coordinate with MassDOT to confirm the accuracy of a baseline pedestrian and bicycle accommodations inventory in order to prioritize projects.

The Town will re-evaluate Capital Improvement Projects prioritization to encourage implementation of Complete Streets principles.

The Town will incorporate Complete Streets principles into the Town of Weymouth's Master Plan as well as other plans.

The Town will train pertinent Town staff on the content of Complete Streets principles and best practices for implementing this policy.

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."

http://www.smartgrowthamerica.org/documents/cs/policy/cs-ma-weymouth-policy.pdf

Additional elements

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

ADDITIONAL ELEMENTS

From Reading, PA's policy:

"Section 6: Additional elements

A. Green Streets: In addition to providing safe and accessible streets in the City of Reading, care shall be given to incorporate best management practices for addressing storm water runoff. Wherever possible, innovative and educational storm water infrastructure shall be integrated into the construction/reconstruction or retrofit of a street.

B. Attention to Aesthetic: Complete Streets are beautiful, interesting and comfortable places

for people. The design of cities begins with the design of streets, as community places where people want to be. As part of Reading's public realm, streets shall be held to a higher standard for urban design at a human scale. Multi-modal accommodations and all City projects in the right-of-way shall be approached as opportunities to enhance the aesthetic qualities of Reading and its public realm through the thoughtful creation of place. Wherever feasible, streetscapes shall protect and include street trees and native plants, and incorporate landscape architecture, public art, pedestrian amenities and wayfinding signage, sidewalk cafes and street-facing retail, and/or other elements that enhance the attractiveness of Reading and foster healthy economic development."

http://www.smartgrowthamerica.org/documents/cs/policy/cs-pa-reading-order.pdf

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 on page 21.

Awarding each element a total of 5 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.

The chosen weights were established through a collaborative process. An initial draft compiled evidence from research, case studies conducted for the American Planning Association report, *Complete Streets: Best Policy and Implementation Practices*[23], experience in policy development, and work with communities across the country. The Coalition's Steering Committee and attendees of the Coalition's 2011 Strategy Meeting reviewed this draft and provided comments. Staff incorporated these comments and finally 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.

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 3 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.

23 http://www.smartgrowthamerica.org/documents/cs/resources/cs-bestpractices-chapter5.pdf

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 among policy types. What can be accomplished through a legislative act is 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 a 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, these policies are not subjected 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

Type	Agency	Policy	Year	Population	Intent		All users and modes		All projects and phases		Exceptions		Connectivity		Jurisdiction		Design flexibility		Context		Metrics		Implementation		Total score
					Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	
State legislation																									
State legislation	State of West Virginia	Complete Streets Act (SB 158)	2013	1,852,994	3	3.6	5	20	5	12	5	16	5	2	3	4.8	3	2.4	5	8	0	0	4	16	**84.8**
State legislation	State of Minnesota	Sec. 52. Minnesota Statutes 2008, section 174.75	2010	5,303,925	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)	2009	3,574,097	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)	2009	1,369,301	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)	2011	625,741	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	2010	3,725,789	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)	2010	9,883,640	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)	2011	19,378,102	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	2012	1,052,567	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)	2008	37,253,956	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	1997	1,052,567	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)	2007	12,830,632	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 Washington	Chapter 257, 2011 Laws	2011	6,724,540	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)	1996	6,547,629	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 Maryland	Maryland Trans. Code Ann. Title 2 subtitle 602	2010	5,773,552	3	3.6	0	0	5	12	0	0	5	2	0	0	3	2.4	0	0	0	0	2	8	**28.0**
State legislation	State of Colorado	Colorado Statutes 43-1-120 (HB 1147)	2010	5,029,196	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 Oregon	ORS 366.514	1971	3,831,074	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)	2008	625,741	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)	1984	18,801,310	5	6	0	0	5	12	1	3.2	5	2	0	0	0	0	0	0	0	0	0	0	**23.2**
State resolution																									
State resolution	State of Missouri	House Concurrent Resolution 23	2011	5,988,927	1	1.2	5	20	2	4.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**26.0**
State resolution	South Carolina Department of Transportation	Commission Resolution	2003	4,625,364	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	2009	897,934	1	1.2	4	16	5	12	0	0	5	2	0	0	5	4	0	0	0	0	1	4	**39.2**
State policy																									
State internal policy	New Jersey Department of Transportation	Policy No. 703	2009	8,791,894	3	3.6	5	20	5	12	4	12.8	5	2	5	8	3	2.4	5	8	0	0	3	12	**80.8**
State internal policy	Massachusetts Department of Transportation	Healthy Transportation Policy Directive	2013	6,547,629	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	Indiana Department of Transportation	Complete Streets Policy	2014	6,483,802	5	6	5	20	5	12	1	3.2	5	2	2	3.2	5	4	5	8	5	4	3	12	**74.4**
State internal policy	Maine Department of Transportation	Complete Streets Policy	2014	1,328,361	3	3.6	5	20	5	12	4	12.8	5	2	5	8	0	0	0	0	0	0	4	16	**74.4**
State internal policy	Louisiana Department of Transportation and Development	Complete Streets Policy	2010	4,533,372	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	2008	37,253,956	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	2009	9,535,483	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	2012	9,883,640	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	Minnesota Department of Transportation	MnDOT Policy OP004 and Technical Memorandum No 13-17-TS-06	2013	5,303,925	1	1.2	5	20	5	12	4	12.8	5	2	2	3.2	5	4	0	0	0	0	3	12	**67.2**
State internal policy	Washington, DC Department of Transportation	Departmental Order 06-2010 (DDOT Complete Streets Policy)	2010	601,723	5	6	5	20	5	12	4	12.8	5	2	0	0	2	1.6	5	8	0	0	1	4	**66.4**
State internal policy	Connecticut Department of Transporation	Policy No. Ex.- 31	2014	3,574,097	3	3.6	4	16	5	12	0	0	5	2	3	4.8	0	0	5	8	0	0	4	16	**62.4**
State internal policy	Georgia Department of Transportation	Complete Streets Design Policy	2012	9,687,653	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**
State internal policy	Tennessee Department of Transportation	Multimodal Access Policy TCA 4-3-2303	2015	6,346,105	1	1.2	5	20	5	12	4	12.8	5	2	2	3.2	3	2.4	5	8	0	0	0	0	**61.6**
State internal policy	Colorado Department of Transportation	Bicycle and Pedestrian Policy	2009	5,029,196	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)	2007	12,702,379	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	Michigan Department of Transportation	State Transportation Commission Policy on Complete Streets	2012	9,883,640	3	3.6	2	8	5	12	0	0	5	2	2	3.2	3	2.4	5	8	0	0	3	12	**51.2**

Type	Agency	Policy	Year	Population	Intent		All users and modes		All projects and phases		Exceptions		Connectivity		Jurisdiction		Design flexibility		Context		Metrics		Implementation		Total score
					Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	
State internal policy	Virginia Department of Transportation	Policy for Integrating Bicycle and Pedestrian Accommodations	2004	8,001,024	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	Maryland Department of Transportation State Highway Administration*	SHA Complete Streets Policy	2012	5,773,552	1	1.2	4	16	3	7.2	3	9.6	5	2	2	3.2	3	2.4	0	0	5	4	1	4	**49.6**
State policy adopted	Florida Department of Transportation	Complete Streets Policy	2014	18,801,310	1	1.2	5	20	3	7.2	0	0	5	2	2	3.2	0	0	5	8	0	0	1	4	**45.6**
State internal policy	Tennessee Department of Transportation	Bicycle and Pedestrian Policy	2010	6,346,105	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	Deleware Department of Transportation	Complete Streets Policy	2009	897,934	3	3.6	2	8	0	0	5	16	0	0	0	0	0	0	0	0	0	0	2	8	**35.6**
State internal policy	Mississippi Department of Transportation	Bicycle and Pedestrian Policy	2010	2,967,297	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	2011	25,145,561	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**
Regional resolution																									
Regional resolution	Hillsborough County Metropolitan Planning Organization (Tampa, FL, area)	Resolution 2012-1	2012	n/a	5	6	4	16	5	12	1	3.2	5	2	5	8	2	1.6	5	8	0	0	5	20	**76.8**
Regional resolution	FMATS, AK	Resolution No. 4704	2015	97,581	1	1.2	5	20	2	4.8	1	3.2	5	2	2	3.2	0	0	5	8	0	0	4	16	**58.4**
Regional resolution	Las Cruces Metropolitan Planning Organization (Las Cruces, NM area)	Resolution 08-10	2008	n/a	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**
Regional resolution	San Antonio-Bexar County Metropolitan Planning Organization (San Antonio, TX area)	Resolution Supporting a Complete Streets Policy	2009	n/a	1	1.2	5	20	5	12	0	0	5	2	2	3.2	0	0	5	8	0	0	1	4	**50.4**
Regional resolution	Brownsville MPO, TX	MPO Resolution Suporting a "Complete Streets" policy	2013	n/a	3	3.6	5	20	5	12	1	3.2	5	2	0	0	2	1.6	5	8	0	0	0	0	**50.4**
Regional resolution	La Crosse Area Planning Organization (La Crosse, WI area)	Resolution 7-2011	2011	n/a	1	1.2	3	12	5	12	1	3.2	0	0	5	8	0	0	0	0	5	4	1	4	**44.4**
Regional resolution	Santa Fe Metropolitan Planning Organization (Santa Fe, NM area)	Resolution 2007-1	2007	n/a	3	3.6	5	20	5	12	0	0	0	0	2	3.2	0	0	0	0	0	0	0	0	**38.8**
Regional resolution	Lee County Metropolitan Planning Organization (Ft. Myers, FL area)	Resolution 09-05	2009	n/a	3	3.6	2	8	5	12	0	0	5	2	2	3.2	2	1.6	0	0	0	0	1	4	**34.4**
Regional resolution	Lawrence-Douglas County Metropolitan Planning Organization (Lawrence County, KS area)	Resolution	2011	n/a	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**
Regional resolution	Region 2 Planning Commission (Jackson, MI area)	Resolution	2006	n/a	3	3.6	4	16	5	12	0	0	0	0	0	0	3	2.4	0	0	0	0	0	0	**34.0**
Regional resolution	Morgantown Monongalia Metropolitan Planning Organization (Morgantown, WV area)	Resolution No. 2008-02	2008	n/a	1	1.2	2	8	5	12	0	0	0	0	3	4.8	0	0	5	8	0	0	0	0	**34.0**
Regional resolution	Traverse City Transportation and Land Use Study (Traverse City, MI, area)	Resolution No. 13-1	2013	n/a	1	1.2	4	16	0	0	0	0	0	0	2	3.2	0	0	5	8	0	0	1	4	**32.4**
Regional resolution	St. Cloud Area Planning Organization (St. Cloud, MN area)	Resolution 2011-09	2011	n/a	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**17.2**
Regional resolution	Columbia Area Transportation Study Organization	Policy Resolution	2014	n/a	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**17.2**
Regional resolution	Metropolitan Transportation Board of the Mid-Region Council of Governments (Albuquerque, NM region)	Resolution	2011	n/a	1	1.2	0	0	0	0	0	0	0	0	0	0	0	0	5	8	0	0	1	4	**13.2**
Regional policy																									
Regional policy adop	Miami Valley Regional Planning Commission (Dayton, OH area)	Regional Complete Streets Policy	2011	n/a	1	1.2	5	20	5	12	4	12.8	5	2	5	8	5	4	5	8	5	4	4	16	**88.0**
Regional policy adop	Los Angeles County Metropolitan Transportation Authority	Complete Streets Policy	2014	9,818,605	3	3.6	5	20	5	12	4	12.8	5	2	5	8	5	4	5	8	0	0	4	16	**86.4**
Regional policy adop	San Diego Association of Governments (San Diego, CA area)	Complete Streets Policy	2014	n/a	3	3.6	5	20	3	7.2	4	12.8	5	2	5	8	5	4	5	8	5	4	4	16	**85.6**
Regional policy adop	Toledo Metropolitan Area Council of Governments (Toledo, OH area)	Complete Streets Policy	2014	n/a	3	3.6	5	20	5	12	4	12.8	5	2	5	8	3	2.4	5	8	5	4	2	8	**80.8**

Type	Agency	Policy	Year	Population	Intent		All users and modes		All projects and phases		Exceptions		Connectivity		Jurisdiction		Design flexibility		Context		Metrics		Implementation		Total score
					Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	
Regional policy adop	Indianapolis Metropolitan Planning Organization (Indianapolis, IN area)	Complete Streets Policy	2014	2014.03.05	3	3.6	5	20	5	12	4	12.8	5	2	5	8	5	4	5	8	5	4	1	4	**78.4**
Regional policy adop	San Diego Association of Governments, CA	Complete Streets Policy	2014	n/a	1	1.2	5	20	3	7.2	4	12.8	5	2	2	3.2	5	4	5	8	5	4	4	16	**78.4**
Regional internal poli	Mid-Ohio Regional Planning Commission (Columbus, OH area)	Complete Streets Policy	2010	n/a	5	6	5	20	5	12	3	9.6	5	2	5	8	5	4	5	8	0	0	2	8	**77.6**
Regional policy adop	Mid-America Regional Council (Kansas City, MO area)	Complete Streets Policy	2012	n/a	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**
Regional internal poli	Bloomington/Monroe County Metropolitan Planning Organization (Bloomington, IN area)	Complete Streets Policy	2009	n/a	5	6	5	20	3	7.2	5	16	5	2	3	4.8	5	4	5	8	0	0	1	4	**72.0**
Regional policy adop	Carson City Regional Transportation Commisssion, NV	Complete Streets Policy	2014	n/a	5	6	3	12	5	12	2	6.4	5	2	5	8	5	4	5	8	0	0	3	12	**70.4**
Regional policy adop	Twin Cities Area Transportation Study (Benton Harbor/St. Joseph area, MI)	Complete Streets Policy	2012	n/a	5	6	5	20	5	12	4	12.8	5	2	3	4.8	5	4	5	8	0	0	0	0	**69.6**
Regional internal poli	Madison County Council of Governments (Anderson, IN area)	Complete Streets Policy	2010	n/a	5	6	5	20	3	7.2	5	16	5	2	3	4.8	5	4	5	8	0	0	0	0	**68.0**
Regional internal poli	Fargo-Moorhead Metropolitan Council	Complete Streets Policy	2010	n/a	3	3.6	5	20	5	12	1	3.2	5	2	5	8	5	4	5	8	0	0	1	4	**64.8**
Regional policy adop	Spokane Regional Transportation Council, WA	Policy for Safe and Complete Streets	2012	n/a	1	1.2	5	20	3	7.2	3	9.6	5	2	3	4.8	0	0	5	8	0	0	3	12	**64.8**
Regional policy adop	Champaign-Urbana Urbanized Area Transportation Study (Champaign, IL, area)	Complete Streets Policy	2012	n/a	1	1.2	5	20	5	12	4	12.8	0	0	2	3.2	3	2.4	5	8	0	0	1	4	**63.6**
Regional policy adop	Evansville Metropolitan Planning Organization (Evansville, IN area)	Complete Streets Policy	2012	n/a	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**
Regional policy adop	Winston-Salem Urban Area Metropolitan Planning Organization (Winston-Salem, NC area)	Complete Streets Policy	2013	n/a	5	6	5	20	5	12	1	3.2	5	2	2	3.2	0	0	0	0	0	0	4	16	**62.4**
Regional internal poli	Wilmington Area Planning Council (Wilmington, DE area)	Regional Transportation Plan 2030 Update	2007	n/a	5	6	2	8	5	12	1	3.2	5	2	3	4.8	5	4	5	8	0	0	3	12	**60.0**
Regional policy adop	Greensboro MPO, NC	Complete Streets Policy	2015	n/a	3	3.6	3	12	5	12	2	6.4	5	2	3	4.8	3	2.4	5	8	0	0	2	8	**59.2**
Regional policy adop	Rochester-Olmsted Council of Governments (Rochester, MN area)	Resolution No. 11-1	2011	n/a	5	6	5	20	3	7.2	1	3.2	5	2	5	8	5	4	5	8	0	0	0	0	**58.4**
Regional policy adop	Regional Transportation Commission of Southern Nevada (Las Vegas, NV area)	Policy for Complete Streets	2012	n/a	1	1.2	5	20	5	12	1	3.2	0	0	0	0	5	4	5	8	0	0	1	4	**52.4**
Regional policy adop	Metropolitan Washington Council of Governments (Washington, DC area)	Complete Streets Policy	2012	n/a	1	1.2	5	20	2	4.8	1	3.2	0	0	2	3.2	2	1.6	5	8	0	0	2	8	**50.0**
Regional internal poli	Northwestern Indiana Regional Planning Commission (Portage, IN area)	Complete Streets Guidelines	2010	n/a	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**
Regional policy adop	Space Coast Transportation Planning Organization (Viera, FL area)	Resolution 11-12	2011	n/a	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**
Regional internal poli	Bi-State Regional Commission (Quad Cities area)	Complete Streets Policy	2008	n/a	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**
Regional internal poli	Northeast Ohio Areawide Coordinating Agency (Cleveland, OH area)	Regional Transportation Investment Policy	2003	n/a	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**
Regional policy adop	Wasatch Front Regional Council (Salt Lake City, UT, area)	Complete Streets Vision, Mission, and Principles	2013	n/a	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**
Regional policy adop	Lancaster County Transportation Coordinating Committee, PA	Complete Streets Policy Statement and Elements of a Complete Streets Program in Lancaster County	2014	n/a	3	3.6	2	8	5	12	0	0	0	0	2	3.2	0	0	0	0	0	0	3	12	**38.8**
Regional policy adop	Metropolitan Transportation Commission (San Francisco Bay area)	Regional Policy for the Accommodation of Non-Motorized Travelers	2006	n/a	3	3.6	1	4	3	7.2	0	0	0	0	3	4.8	0	0	0	0	0	0	4	16	**35.6**

Type	Agency	Policy	Year	Population	Intent		All users and modes		All projects and phases		Exceptions		Connectivity		Jurisdiction		Design flexibility		Context		Metrics		Implementation		Total score
					Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	
Regional policy adop	Gulf Coast MPO, MS	Complete Streets Policy	2015	n/a	3	3.6	1	4	3	7.2	1	3.2	0	0	3	4.8	0	0	0	0	0	0	3	12	**34.8**
Regional internal poli	Community Planning Association of Southwest Idaho (Boise, ID area)	Complete Streets Policy	2009	n/a	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**
Regional internal poli	Johnson County Council of Governments (Iowa City, IA area)	Complete Streets Policy	2006	n/a	5	6	0	0	3	7.2	0	0	0	0	3	4.8	2	1.6	0	0	0	0	0	0	**19.6**
County legislation																									
County legislation	Cook County, IL	Ordinance	2011	5,194,675	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)	2012	953,207	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	Montgomery County, MD	County Code Chapter 49, Streets and Roads	2014	971,777	5	6	5	20	3	7.2	4	12.8	5	2	3	4.8	5	4	5	8	0	0	0	0	**64.8**
County legislation	Salt Lake County, UT	Ordinance No. 1672	2010	1,029,655	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	St. Louis County, MO	Bill No. 238, 2013	2014	998,954	1	1.2	5	20	5	12	0	0	5	2	2	3.2	2	1.6	5	8	0	0	2	8	**56.0**
County legislation	Bernalillo County, NM	Complete Streets Ordinance	2015	662,564	1	1.2	4	16	5	12	4	12.8	5	2	0	0	5	4	0	0	0	0	1	4	**52.0**
County legislation	Prince George's County, MD	Complete and Green Streets Policy (County Code Sec. 23-615)	2013	863,420	5	6	3	12	3	7.2	1	3.2	0	0	3	4.8	0	0	5	8	0	0	1	4	**45.2**
County legislation	Pierce County, WA	Complete Streets Ordinance (Ord# 2014-44)	2014	795,225	1	1.2	4	16	3	7.2	1	3.2	0	0	2	3.2	0	0	0	0	0	0	0	0	**30.8**
County legislation	Westchester County, NY	Act 2013-170	2013	949,113	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	2011	6,576	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	2009	618,754	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	2009	209,233	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	2011	58,999	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	Miami-Dade County, FL	Resolution R-995-14	2014	2,496,435	5	6	5	20	5	12	0	0	5	2	2	3.2	0	0	5	8	0	0	1	4	**55.2**
County resolution	Monmouth County, NJ	Resolution	2010	630,380	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	DeKalb County, GA	Transportation Plan Appendix B: Complete Streets Policy	2014	691,893	3	3.6	4	16	3	7.2	2	6.4	0	0	2	3.2	3	2.4	5	8	5	4	0	0	**50.8**
County resolution	Kauai, HI	Resolution No. 2010-48 Draft 1	2010	67,091	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	Jackson County, MO	Resolution #17963	2012	674,158	5	6	5	20	5	12	0	0	5	2	2	3.2	0	0	0	0	0	0	1	4	**47.2**
County resolution	Essex County, NJ	Resolution	2012	783,969	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	Camden County, NJ	Complete Streets Policy	2013	513,657	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	2012	634,266	3	3.6	1	4	5	12	4	12.8	0	0	0	0	5	4	5	8	0	0	0	0	**44.4**
County resolution	Mercer County, NJ	Resolution	2012	366,513	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**
County resolution	Hennepin County, MN	Resolution No. 09-0058R1	2009	1,152,425	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	Passaic County, NJ	Resolution 201410106	2014	501,226	3	3.6	1	4	5	12	0	0	5	2	3	4.8	3	2.4	5	8	0	0	1	4	**40.8**
County resolution	Richland County, SC	Resolution to Endorse and Support a Complete Streets Policy	2009	384,504	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	2011	544,179	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	2008	919,040	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	2012	1,493,350	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	2006	160,248	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	2007	284,307	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	2007	51,334	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	2012	809,858	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	2009	182,493	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	2013	89,986	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	2010	48,946	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	2009	80,317	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	2012	154,834	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	2008	795,225	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	2013	1,339,532	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	2004	916,924	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)	2004	3,095,313	5	6	2	8	3	7.2	5	16	0	0	3	4.8	3	2.4	5	8	0	0	0	0	**52.4**
County tax ordinance	Sacramento County, CA	Ordinance No. STA 04-01	2004	1,418,788	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 policy																									
County policy adopte	Dawson County, MT	Resolution No. 2014-28	2014	8,966	5	6	5	20	5	12	5	16	5	2	3	4.8	5	4	5	8	5	4	3	12	**88.8**
County policy adopte	Baltimore County, MD	Resolution 126-13	2013	805,029	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 adopte	Hennepin County, MN	Complete Streets Policy	2009	1,152,425	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 adopte	Lake County, IL	Policy on Infrastructure Guidelines for Non-motorized Travel Investments	2010	703,462	3	3.6	3	12	5	12	4	12.8	0	0	0	0	5	4	5	8	5	4	3	12	**68.4**
County policy adopte	Ada County Highway District, ID	Resolution No. 895	2009	392,365	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 adopte	Alameda County, CA	Complete Streets Policy	2012	1,510,271	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 adopte	La Crosse County, WI	Resolution No. 11-4/11	2011	114,638	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**

Type	Agency	Policy	Year	Population	Intent		All users and modes		All projects and phases		Exceptions		Connectivity		Jurisdiction		Design flexibility		Context		Metrics		Implementation		Total score
					Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	
County policy adopte	Richland County, SC	Complete Streets Program Goals and Objectives & Ordinance No. 017-11HR	2010	384,504	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 adopte	Road Commission for Oakland County, MI	Complete Streets General Guidelines	2012	1,202,362	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 adopte	Richland County, SC	Complete Streets Program Goals and Objectives	2010	384,504	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 adopte	Macomb County, MI	Resolution R14-137	2014	840,978	1	1.2	4	16	5	12	4	12.8	5	2	0	0	0	0	0	0	0	0	1	4	**48.0**
County policy adopte	Essex County, NY	Complete Streets Policy	2012	39,370	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 adopte	Polk County, FL	Complete Streets Policy	2012	602,095	1	1.2	5	20	5	12	0	0	5	2	0	0	3	2.4	5	8	0	0	0	0	**45.6**
County internal policy	Cook County, IL	Complete Streets Policy	2009	5,194,675	3	3.6	4	16	5	12	0	0	0	0	0	0	0	0	0	0	0	0	2	8	**39.6**
County internal policy	Cobb County, GA	Complete Streets Policy	2009	688,078	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	2007	252,409	3	3.6	2	8	5	12	2	6.4	0	0	0	0	0	0	0	0	0	0	0	0	**30.0**
City legislation																									
City legislation	Indianapolis, IN	Chapter 431, Article VIII	2012	820,445	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	Ogdensburg, NY	Ordinance #3 of 2014	2014	11,344	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	Longmeadow, MA	Comlpete Streets Bylaw	2015	90,329	5	6	4	16	5	12	4	12.8	5	2	5	8	5	4	5	8	5	4	5	20	**92.8**
City legislation	Troy, NY	City Code Chapter 271 - Complete Streets	2014	50,129	5	6	5	20	5	12	4	12.8	5	2	5	8	3	2.4	5	8	5	4	4	16	**91.2**
City legislation	Austin, TX	Complete Streets Ordinance	2014	790,390	5	6	5	20	5	12	4	12.8	5	2	5	8	5	4	5	8	0	0	4	16	**88.8**
City legislation	Knoxville, TN	Ordinance No. O-204-2014	2014	178,874	5	6	5	20	5	12	4	12.8	5	2	5	8	5	4	5	8	5	4	3	12	**88.8**
City legislation	Vincennes, IN	Complete Streets Ordiance 31-2015	2015	18,423	5	6	5	20	5	12	5	16	5	2	0	0	5	4	5	8	5	4	4	16	**88.0**
City legislation	Little Rock, AR	Ordinance	2015	193,524	5	6	5	20	5	12	5	16	5	2	2	3.2	3	2.4	5	8	0	0	4	16	**85.6**
City legislation	Ocean Shores, WA	Ordinance No. 916	2012	5,569	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	2010	4,855	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	Chattanooga, TN	City Code II Ch. 32, Art. XIV	2014	167,674	5	6	5	20	5	12	4	12.8	5	2	5	8	3	2.4	0	0	5	4	4	16	**83.2**
City legislation	Oak Park, IL	Complete Streets Policy	2012	51,878	5	6	4	16	5	12	5	16	5	2	0	0	5	4	5	8	5	4	3	12	**80.0**
City legislation	Clayton, MO	Bill No. 6294	2012	15,939	1	1.2	4	16	5	12	5	16	5	2	5	8	0	0	5	8	0	0	4	16	**79.2**
City legislation	Leslie, MI	Ordinance No. 202	2012	1,851	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	2011	23,706	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	Herculaneum, MO	Ordinance No. 33-2010	2010	3,468	3	3.6	5	20	5	12	1	3.2	5	2	5	8	2	1.6	5	8	0	0	4	16	**74.4**
City legislation	Rancho Cucamonga, CA	Ordinance No. 857	2012	165,269	1	1.2	5	20	5	12	4	12.8	0	0	5	8	0	0	0	0	5	4	4	16	**74.0**
City legislation	Berwyn, IL	Ordinance No. 11-40	2011	56,657	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	2012	39,688	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	2011	343,829	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	Mount Pleasant, MI	Ordinance No. 996	2015	26,016	3	3.6	5	20	5	12	4	12.8	5	2	2	3.2	0	0	0	0	0	0	4	16	**69.6**
City legislation	St. Louis, MO	Board Bill No. 198 CSAA	2015	319,294	5	6	5	20	5	12	0	0	0	0	2	3.2	0	0	5	8	0	0	5	20	**69.2**
City legislation	Concord, NC	Ordinance No. 12-89	2012	79,066	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	La Porte, IN	Ordinance 13-2015	2015	22,053	3	3.6	5	20	5	12	0	0	5	2	0	0	5	4	5	8	0	0	4	16	**65.6**
City legislation	Somerville, MA	Chapter 12, Article VII	2014	75,754	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	Pevely, MO	Ordinance No. 1238	2010	5,484	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 legislation	Hailey, ID	Ordinance No 1116	2012	7,960	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	2012	25,877	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	2011	208,916	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	Holyoke, MA	Section 78-58--Complete Streets	2014	39,880	3	3.6	5	20	5	12	4	12.8	5	2	2	3.2	5	4	0	0	0	0	1	4	**61.6**
City legislation	La Crosse, WI	Ordinance No. 4627	2011	51,320	1	1.2	5	20	5	12	1	3.2	5	2	3	4.8	2	1.6	0	0	5	4	3	12	**60.8**
City legislation	Norway, MI	Ordinance #402	2012	2,845	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	2012	48,579	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	2011	8,126	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	Stamford, CT	Chapter 231, Article XII	2015	122,643	1	1.2	5	20	5	12	5	16	0	0	3	4.8	0	0	0	0	0	0	1	4	**58.0**
City legislation	Mabton, WA	Ordinance No. 2015-1056	2015	2,286	5	6	5	20	5	12	1	3.2	5	2	0	0	3	2.4	5	8	0	0	1	4	**57.6**
City legislation	Sunnyside, WA	Complete Streets Ordinance	2015	15,858	5	6	5	20	5	12	1	3.2	5	2	0	0	3	2.4	5	8	0	0	1	4	**57.6**
City legislation	Toppenish, WA	Ordinance No. 2015-14	2015	8,949	5	6	5	20	5	12	1	3.2	5	2	0	0	3	2.4	5	8	0	0	1	4	**57.6**
City legislation	Wapato, WA	Complete Streets Ordinance	2015	4,997	5	6	5	20	5	12	1	3.2	5	2	0	0	3	2.4	5	8	0	0	1	4	**57.6**
City legislation	DeSoto, MO	Bill No. 45-08 (Amending Municipal Code Section 410.020)	2008	6,400	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	Airway Heights, WA	Ordinance C-720	2010	6,114	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	2009	90,927	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	Phoenix, AZ	Ordinance S-41094 & Ordinance G-5937	2014	1,445,632	5	6	5	20	5	12	0	0	0	0	0	0	0	0	0	0	0	0	4	16	**54.0**
City legislation	Rochester, NY	Ordinance	2011	210,565	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	2011	396,815	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	Seattle, WA	Ordinance No. 122386	2007	608,660	5	6	4	16	5	12	1	3.2	5	2	0	0	2	1.6	5	8	0	0	1	4	**52.8**
City legislation	Ypsilanti, MI	Ordinance	2011	19,435	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	Albuquerque, NM	O-14-27	2015	545,852	1	1.2	4	16	5	12	4	12.8	0	0	0	0	3	2.4	0	0	0	0	2	8	**52.4**
City legislation	Ferguson, MO	Bill Amending Article 1 of Chapter 40 of the Municipal Code	2008	1,677	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	2011	18,392	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**

Type	Agency	Policy	Year	Population	Intent		All users and modes		All projects and phases		Exceptions		Connectivity		Jurisdiction		Design flexibility		Context		Metrics		Implementation		
					Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Total score
City legislation	Dexter, MI	Ordinance No. 2010-05	2010	4,067	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	2012	4,973	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	2010	7,708	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	2011	5,387	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	2010	8,810	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	2011	2,452	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.	2010	63,131	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	2009	13,752	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	2011	281	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	2011	823	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	2011	363	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	2010	319,294	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	2008	261,310	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	2013	29,808	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	Raceland, KY	Ordinance 2012-3	2012	2,424	3	3.6	4	16	3	7.2	4	12.8	5	2	3	4.8	3	2.4	0	0	0	0	0	0	**48.8**
City legislation	Williamston, MI	Ordinance No. 325	2011	3,854	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	2011	4,075	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	2011	10,483	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	2010	19,900	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	2012	1,526,006	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	Woodstock, IL	Ordinance No. 14-0-40	2014	24,770	5	6	3	12	5	12	0	0	0	0	5	8	3	2.4	0	0	0	0	1	4	**44.4**
City legislation	Columbia, MO	Ordinance 018097	2004	108,500	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	2010	186,440	5	6	1	4	5	12	5	16	5	2	0	0	5	4	0	0	0	0	0	0	**44.0**
City legislation	Conway, SC	Unified Development Ordinance, Article 7 – Streets and Circulation	2011	17,103	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	2011	34,663	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	2013	390,724	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	2013	594,962	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	San Marcos, TX	Chapter 74, Sec. 74.002	2013	44,894	5	6	0	0	0	0	5	16	0	0	2	3.2	3	2.4	5	8	0	0	1	4	**39.6**
City legislation	White Salmon, WA	Ordinance No. 2013-03-913	2013	2,224	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	2012	31,146	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)	2008	805,235	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	Bellevue, NE	Ordinance	2011	50,137	5	6	2	8	3	7.2	1	3.2	0	0	0	0	0	0	0	0	5	4	2	8	**36.4**
City legislation	Pagedale, MO	Bill No. 2015-13	2015	3,304	1	1.2	4	16	2	4.8	0	0	5	2	2	3.2	0	0	0	0	0	0	2	8	**35.2**
City legislation	Bremerton, WA	Ordinance	2012	37,729	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	Hattiesburg, MS	Ordinance 3068	2012	16,087	1	1.2	4	16	5	12	1	3.2	5	2	0	0	0	0	0	0	0	0	0	0	**34.4**
City legislation	Mountlake Terrace, WA	Mountlake Terrace Municipal Code 19.95.939(E)	2012	19,909	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	2009	58,905	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	Northampton, MA	Ordinance	2015	28,549	5	6	1	4	3	7.2	4	12.8	5	2	0	0	0	0	0	0	0	0	0	0	**32.0**
City legislation	Dunkirk, NY	Local Law #2-2014	2014	12,563	1	1.2	2	8	3	7.2	4	12.8	0	0	0	0	3	2.4	0	0	0	0	0	0	**31.6**
City legislation	Lansing, MI	Ordinance No. 1145	2009	114,297	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	Hopewell Township (Mercer), NJ	Revised General Ordinances Ch. XV Sec. 6	2014	17,304	1	1.2	4	16	3	7.2	1	3.2	0	0	0	0	3	2.4	0	0	0	0	0	0	**30.0**
City legislation	Burien, WA	Ordinance No. 599	2011	33,313	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	2007	54,144	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	2006	337,256	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)	2007	30,434	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	2011	39,709	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)	2012	287,208	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	2012	20,366	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	1995	805,235	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	South Shore, KY	Ordinance 316-2012	2012	1,122	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**17.2**
City legislation	Kirkland, WA	Ordinance No. 4061	2006	48,787	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	2010	10,540	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	2008	787,033	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)	2009	18,016	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 legislation	Warrensburg, NY	Subdivision Regulations, Sec 178-20	2013	4,094	1	1.2	0	0	0	0	0	0	5	2	3	4.8	2	1.6	0	0	0	0	0	0	**9.6**
City resolution																									
City resolution	West Hartford, CT	Resolution Adopting a Complete Streets Policy	2015	63,268	5	6	5	20	5	12	5	16	5	2	5	8	3	2.4	5	8	5	4	4	16	**94.4**
City resolution	Park Forest, IL	Resolution	2015	21,975	5	6	5	20	5	12	4	12.8	5	2	5	8	5	4	5	8	5	4	4	16	**92.8**
City resolution	South Bend, IN	Resolution 69-2015	2015	101,168	5	6	5	20	5	12	4	12.8	5	2	5	8	5	4	5	8	5	4	4	16	**92.8**
City resolution	Lakemoor, IL	Resolution No. 14-R-11	2014	6,017	5	6	4	16	5	12	4	12.8	5	2	5	8	5	4	5	8	5	4	4	16	**88.8**

Type	Agency	Policy	Year	Population	Intent		All users and modes		All projects and phases		Exceptions		Connectivity		Jurisdiction		Design flexibility		Context		Metrics		Implementation		
					Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Total score
City resolution	Portage, MI	Resolution of the Portage City Council in Support of the Complete Streets Policy	2015	46,292	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**
City resolution	Battle Ground, WA	Resolution No. 15-04	2015	17,571	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 resolution	Northfield, MN	Resolution 2012-017	2012	20,007	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	Oxford, MS	Resolution	2015	18,916	5	6	4	16	5	12	5	16	5	2	2	3.2	5	4	5	8	0	0	4	16	**83.2**
City resolution	Windsor Heights, IA	Resolution 15-0749	2015	4,860	1	1.2	4	16	5	12	4	12.8	5	2	5	8	3	2.4	5	8	5	4	4	16	**82.4**
City resolution	Fairfields, IA	Resolution	2014	9,464	5	6	5	20	3	7.2	4	12.8	5	2	5	8	3	2.4	5	8	0	0	4	16	**82.4**
City resolution	Suisun City, CA	Resolution	2012	28,111	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	Corinth, KY	Resolution No. 002-2014	2014	232	1	1.2	4	16	5	12	4	12.8	5	2	5	8	0	0	5	8	0	0	5	20	**80.0**
City resolution	Birmingham, AL	Resolution	2011	212,237	5	6	5	20	5	12	5	16	5	2	2	3.2	5	4	5	8	0	0	2	8	**79.2**
City resolution	Trenton, NJ	Resolution No. 12-121	2012	84,913	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	Moraga, CA	Resolution No. 93-2015	2015	16,016	3	3.6	3	12	5	12	4	12.8	5	2	5	8	5	4	5	8	0	0	4	16	**78.4**
City resolution	Bellevue, NE	Resolution	2011	50,137	5	6	4	16	5	12	5	16	0	0	0	0	5	4	5	8	0	0	4	16	**78.0**
City resolution	Montevallo, AL	Resolution 04222013-400	2013	6,823	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	Dry Ridge, KY	Resolution No. 2015-01	2015	2,191	1	1.2	4	16	5	12	4	12.8	5	2	5	8	0	0	5	8	0	0	4	16	**76.0**
City resolution	Monroe, NJ	Resolution 167-2015	2015	36,129	3	3.6	4	16	5	12	4	12.8	5	2	2	3.2	3	2.4	5	8	0	0	4	16	**76.0**
City resolution	Missoula, MT	Resolution No. 7473, Providing for a Complete Streets Policy	2009	66,788	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	Belgrade, MT	Resolution No. 2014-17	2014	7,389	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	2011	875	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	2011	4,317	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	2011	65,842	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	2013	77,344	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	2013	40,499	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	Fremont, CA	Resolution No. 2013-32	2013	214,089	3	3.6	3	12	5	12	4	12.8	5	2	5	8	5	4	5	8	0	0	3	12	**74.4**
City resolution	Caldwell, NJ	Resolution 4-100	2014	7,822	5	6	4	16	5	12	5	16	5	2	2	3.2	3	2.4	5	8	0	0	2	8	**73.6**
City resolution	Fanwood, Borough of, NJ	Resolution 14-03-63	2014	7,318	5	6	4	16	5	12	4	12.8	0	0	2	3.2	3	2.4	5	8	0	0	3	12	**72.4**
City resolution	Dobbs Ferry, NY	Resolution No. 14-2012	2012	10,875	3	3.6	3	12	5	12	4	12.8	5	2	3	4.8	5	4	5	8	0	0	3	12	**71.2**
City resolution	Onalaska, WI	Resolution No. 25-2012	2012	17,736	1	1.2	4	16	5	12	4	12.8	5	2	2	3.2	5	4	5	8	0	0	3	12	**71.2**
City resolution	Salisbury, MD	Resolution No. 2431	2014	30,343	3	3.6	5	20	5	12	2	6.4	5	2	2	3.2	5	4	5	8	5	4	2	8	**71.2**
City resolution	Maynard, MA	Complete Streets Resolution	2013	10,106	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	Keene, NH	Resolution 2015-40	2015	23,409	1	1.2	5	20	5	12	2	6.4	0	0	2	3.2	5	4	5	8	0	0	4	16	**70.8**
City resolution	Lemont, IL	Resolution	2011	16,000	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	2010	37,280	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	2012	8,962	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	Cedar Rapids, IA	Resolution 1004-07-14	2014	126,326	1	1.2	5	20	5	12	3	9.6	5	2	2	3.2	3	2.4	5	8	0	0	3	12	**70.4**
City resolution	Everett, MA	Resolution	2014	41,667	1	1.2	5	20	5	12	0	0	5	2	5	8	3	2.4	5	8	0	0	4	16	**69.6**
City resolution	Breckenridge, MN	Resolution No. 12092-42/2011	2011	3,386	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	Longwood, FL	Resolution 15-1376	2015	13,657	5	6	5	20	3	7.2	0	0	5	2	5	8	3	2.4	0	0	5	4	5	20	**69.6**
City resolution	Naples, FL	Resolution 15-13719	2015	19,537	5	6	4	16	5	12	0	0	5	2	2	3.2	3	2.4	5	8	5	4	4	16	**69.6**
City resolution	Winter Park, FL	Resolution No 2083-11	2011	27,852	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	2011	16,459	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	Cape Coral, FL	Resolution 124-15	2015	154,305	3	3.6	5	20	5	12	0	0	5	2	2	3.2	5	4	5	8	0	0	4	16	**68.8**
City resolution	Punta Gorda, FL	Resolution 3047-13	2013	16,641	3	3.6	5	20	5	12	4	12.8	0	0	0	0	5	4	5	8	0	0	2	8	**68.4**
City resolution	Rye, City of, NY	Resolution	2013	15,720	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	Middleville, MI	Resolution 15-11	2015	3,319	5	6	5	20	5	12	4	12.8	5	2	2	3.2	0	0	0	0	0	0	3	12	**68.0**
City resolution	Black Mountain, NC	Resolution R-14-02	2014	7,848	1	1.2	4	16	5	12	4	12.8	5	2	2	3.2	0	0	5	8	0	0	3	12	**67.2**
City resolution	Byron, MN	Resolution	2010	4,914	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	2013	572	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	2013	1,011	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	2010	5,916	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	2013	12,764	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	Bonita Springs, FL	Resolution	2014	43,914	3	3.6	5	20	5	12	0	0	5	2	0	0	5	4	5	8	0	0	4	16	**65.6**
City resolution	Myrtle Beach, SC	R2015-35 Resolution Adopting a Complete Streets Policy	2015	27,109	1	1.2	5	20	3	7.2	0	0	5	2	2	3.2	5	4	5	8	5	4	4	16	**65.6**
City resolution	Hoffman Estates, IL	Resolution	2011	51,895	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	2011	24,475	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	Auburn, NY	Resolution 98	2015	27,687	1	1.2	4	16	5	12	4	12.8	0	0	0	0	3	2.4	5	8	0	0	3	12	**64.4**
City resolution	Fishkill, NY	Resolution No. 2013-196	2013	2,171	5	6	3	12	5	12	4	12.8	5	2	2	3.2	0	0	5	8	5	4	1	4	**64.0**
City resolution	St. Petersburg, FL	Resolution 2015-40	2015	244,769	3	3.6	5	20	0	0	0	0	0	0	5	8	5	4	5	8	0	0	5	20	**63.6**
City resolution	University City, MO	Resolution 2014-42	2014	35,371	1	1.2	5	20	5	12	0	0	5	2	5	8	0	0	5	8	0	0	3	12	**63.2**
City resolution	Cocoa Beach, FL	Resolution No. 2011-24	2011	11,231	5	6	5	20	5	12	1	3.2	5	2	5	8	0	0	5	8	0	0	1	4	**63.2**
City resolution	Kansas City, KS	Resolution No. 22-11	2011	145,786	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	Fergus Falls, MN	Resolution No. 141-2012	2012	13,138	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	2012	1,350	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	Oakley, CA	Resolution No. XX-13	2013	35,432	5	6	3	12	5	12	3	9.6	5	2	3	4.8	0	0	5	8	5	4	1	4	**62.4**
City resolution	Blue Springs, MO	Resolution	2011	52,575	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	Antioch, CA	Resolution No. 2012/57	2012	102,372	3	3.6	3	12	5	12	4	12.8	5	2	2	3.2	0	0	5	8	5	4	1	4	**61.6**

Type	Agency	Policy	Year	Population	Intent		All users and modes		All projects and phases		Exceptions		Connectivity		Jurisdiction		Design flexibility		Context		Metrics		Implementation		
					Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Total score
City resolution	Cranford Township, NJ	Resolution 2013-293	2013	22,625	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	2010	3,232	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	2012	3,607	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	Baltimore, MD	Council Bill 09-0433	2010	620,961	5	6	3	12	3	7.2	4	12.8	0	0	0	0	0	0	0	0	5	4	4	16	**58.0**
City resolution	Downe Township, NJ	Resolution R-97-2013	2013	1,585	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	Pittsburg, CA	Resolution No. 13-11920	2013	63,264	3	3.6	3	12	5	12	4	12.8	5	2	2	3.2	0	0	5	8	0	0	1	4	**57.6**
City resolution	Forest Park, IL	Resolution	2011	14,167	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	2011	1,293	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	2011	4,024	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	Riverdale, IL	Resolution	2012	13,549	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	Williamstown, KY	Municipal Order No. 2013-13	2013	3,925	1	1.2	4	16	5	12	1	3.2	5	2	5	8	2	1.6	0	0	0	0	3	12	**56.0**
City resolution	Clayton, CA	Resolution No. 02-2013	2013	10,897	3	3.6	3	12	5	12	3	9.6	5	2	2	3.2	0	0	5	8	0	0	1	4	**54.4**
City resolution	Danville, CA	Resolution No. 5-2013	2013	42,039	3	3.6	3	12	5	12	3	9.6	5	2	2	3.2	0	0	5	8	0	0	1	4	**54.4**
City resolution	Hercules, CA	Resolution No. 13-008	2013	24,060	3	3.6	3	12	5	12	3	9.6	5	2	2	3.2	0	0	5	8	0	0	1	4	**54.4**
City resolution	Brentwood, CA	Resolution	2012	51,481	3	3.6	3	12	5	12	3	9.6	5	2	2	3.2	0	0	5	8	0	0	1	4	**54.4**
City resolution	Concord, CA	Resolution No. 12-89	2012	122,067	3	3.6	3	12	5	12	3	9.6	5	2	2	3.2	0	0	5	8	0	0	1	4	**54.4**
City resolution	Martinez, CA	Resolution No. 12	2012	35,824	3	3.6	3	12	5	12	3	9.6	5	2	2	3.2	0	0	5	8	0	0	1	4	**54.4**
City resolution	Orinda, CA	Resolution No. 67-12	2012	17,643	3	3.6	3	12	5	12	3	9.6	5	2	2	3.2	0	0	5	8	0	0	1	4	**54.4**
City resolution	Helena, MT	Resolution No. 19799	2010	28,190	1	1.2	4	16	5	12	0	0	5	2	2	3.2	0	0	0	0	5	4	4	16	**54.4**
City resolution	West Salem, WI	Resolution No. 2.11	2011	4,799	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	2012	23,116	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	2012	27,644	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	2012	16,422	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	2012	391,906	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	2012	28,435	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	2013	13,982	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	2010	12,206	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	2012	18,157	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	Haddon Heights, NJ	Resolution 2014:193	2014	7,473	3	3.6	4	16	5	12	1	3.2	0	0	2	3.2	2	1.6	5	8	0	0	1	4	**51.6**
City resolution	Atlantic City, NJ	Resolution No. 917	2012	39,558	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	2012	1,076	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	2013	6,354	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	2010	6,545	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	2011	31,867	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	Flemington, NJ	Resolution 2013-181	2013	4,581	1	1.2	4	16	3	7.2	1	3.2	0	0	2	3.2	0	0	5	8	0	0	3	12	**50.8**
City resolution	Lawton, OK	Resolution	2011	96,867	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	2011	2,991	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	2013	92,843	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	2013	35,481	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	Moorestown, NJ	Resolution 99-2015	2015	20,726	1	1.2	5	20	5	12	1	3.2	5	2	2	3.2	0	0	0	0	0	0	2	8	**49.6**
City resolution	New Rochelle, NY	Resolution	2012	77,062	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	2011	17,140	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	2012	6,121	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	Brownsville, TX	Resolution No. 2012-056	2012	175,023	3	3.6	4	16	5	12	0	0	5	2	2	3.2	0	0	0	0	0	0	3	12	**48.8**
City resolution	Raritan, Township of, NJ	Resolution 13-30	2013	22,185	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	Sioux City, IA	Resolution No. 2014-0518	2014	82,684	3	3.6	2	8	3	7.2	4	12.8	5	2	3	4.8	3	2.4	0	0	5	4	1	4	**48.8**
City resolution	Mesilla, NM	Resolution 2008-25	2008	2,196	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	Sioux Falls, SD	Resolution No. 53-15	2015	153,888	5	6	3	12	0	0	4	12.8	0	0	2	3.2	3	2.4	0	0	0	0	3	12	**48.4**
City resolution	Orange City, FL	Resolution 643-11	2011	10,599	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	2012	18,911	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	2013	5,325	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	2012	173,372	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	Seacaucus, NJ	Complete Streets Policy	2013	16,264	3	3.6	3	12	5	12	1	3.2	5	2	0	0	3	2.4	0	0	0	0	3	12	**47.2**
City resolution	Titusville, FL	Resolution No. 15-2011	2011	43,761	5	6	4	16	5	12	0	0	0	0	2	3.2	2	1.6	5	8	0	0	0	0	**46.8**
City resolution	Columbus, MS	Resolution	2010	23,640	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	2010	14,090	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	2010	22,392	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	2010	34,546	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	2008	129,585	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	2012	5,606	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	2012	18,906	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	2011	9,912	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	Shelby, MT	Resolution 1877	2014	3,376	5	6	5	20	5	12	1	3.2	0	0	2	3.2	2	1.6	0	0	0	0	0	0	**46.0**
City resolution	Sidney, MT	Resolution No. 3650	2014	5,191	5	6	5	20	5	12	1	3.2	0	0	2	3.2	2	1.6	0	0	0	0	0	0	**46.0**
City resolution	Milford Township, MI	Resolution	2011	9,561	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	2012	12,052	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	2012	277,140	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	East Ridge, TN	Resolution No. 2456	2015	20, 979	1	1.2	2	8	5	12	4	12.8	5	2	2	3.2	2	1.6	0	0	0	0	1	4	**44.8**
City resolution	Ocean City, NJ	Resolution	2011	11,701	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**

Type	Agency	Policy	Year	Population	Intent		All users and modes		All projects and phases		Exceptions		Connectivity		Jurisdiction		Design flexibility		Context		Metrics		Implementation		
					Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Total score
City resolution	Carbondale, IL	Resolution No. 2015-R-12	2015	25,902	3	3.6	2	8	0	0	1	3.2	5	2	0	0	5	4	5	8	0	0	4	16	**44.8**
City resolution	Rockledge, FL	Resolution	2011	24,926	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	Hammonton, NJ	Resolution 138-2013	2013	14,791	1	1.2	5	20	5	12	0	0	0	0	2	3.2	0	0	0	0	0	0	2	8	**44.4**
City resolution	Garfield, NJ	Resolution 14-330	2014	30,487	5	6	3	12	3	7.2	4	12.8	0	0	0	0	3	2.4	0	0	0	0	1	4	**44.4**
City resolution	Lambertville, NJ	Resolution 91-2012	2012	3,906	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	2011	20,339	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	Elsberry, MO	Resolution 2010-002	2010	1,934	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	2010	5,441	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	2013	12,171	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	Tenafly, NJ	Resolution R14-143	2014	14,488	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	2012	2,370	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	2012	1,227	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	2010	28,210	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	2011	7,993	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	2011	4,656	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	2011	116,830	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	2009	33,656	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	Midfield, AL	Resolution No 2012-2	2012	5,365	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	2012	15,217	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	2010	23,893	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	2011	561	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	2012	869	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	2010	3,451	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	2010	1,575	5	6	4	16	5	12	1	3.2	0	0	0	0	3	2.4	0	0	0	0	0	0	**39.6**
City resolution	Gowanda, NY	Complete Streets Policy	2010	2,709	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	2010	18,689	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	2010	43,475	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	Ewing Township, NJ	Resolution 14R-170	2014	35,790	1	1.2	5	20	3	7.2	1	3.2	0	0	0	0	0	0	5	8	0	0	0	0	**39.6**
City resolution	Fort Edward, NY	Resolution No. 26 of 2012	2012	6,371	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	2012	906	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	2012	14,545	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	2012	3,375	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	2012	16,087	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	Upper Arlington, OH	Complete Streets Policy	2014	33,771	5	6	4	16	3	7.2	0	0	5	2	0	0	0	0	5	8	0	0	0	0	**39.2**
City resolution	Emerson, NJ	Resolution	2010	7,401	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	2011	1,083	5	6	1	4	5	12	0	0	0	0	0	0	0	0	0	0	0	0	4	16	**38.0**
City resolution	Northfield, NJ	Resolution 182-2015	2015	8,624	1	1.2	2	8	5	12	1	3.2	0	0	0	0	2	1.6	5	8	0	0	1	4	**38.0**
City resolution	Princeton, NJ	Resolution	2012	28,572	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	2012	91,239	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	2011	47,376	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	2013	56,853	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	2009	26,686	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	2010	3,504	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	2012	27,456	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	2012	25,167	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	2011	10,110	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	2012	1,542	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	Sea Bright, Borough of, NJ	Resolution 208-2013	2013	1,412	3	3.6	3	12	0	0	4	12.8	5	2	0	0	3	2.4	0	0	0	0	1	4	**36.8**
City resolution	Fort Myers, FL	Resolution	2011	62,298	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	Woodbury, NJ	Resolution 12-200	2012	10,174	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	2010	754	1	1.2	4	16	5	12	0	0	0	0	2	3.2	0	0	0	0	0	0	1	4	**36.4**
City resolution	Camden, SC	Resolution	2011	6,838	5	6	2	8	3	7.2	0	0	0	0	2	3.2	0	0	5	8	0	0	1	4	**36.4**
City resolution	Tampa, FL	Resolution No. 2814	2012	335,709	1	1.2	4	16	5	12	1	3.2	0	0	2	3.2	0	0	0	0	0	0	0	0	**35.6**
City resolution	Pleasantville, NJ	Resolution	2011	20,249	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	2013	205,764	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	2011	47,315	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 Township, NJ	Resolution No. 336-10	2010	33,472	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	2010	27,165	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	Herkimer, NY	Resolution #14-37 Complete Streets	2014	7,743	1	1.2	4	16	5	12	0	0	5	2	0	0	0	0	0	0	0	0	1	4	**35.2**
City resolution	East Windsor, NJ	Resolution R2014-086	2014	27,190	1	1.2	5	20	3	7.2	2	6.4	0	0	0	0	0	0	0	0	0	0	0	0	**34.8**
City resolution	Knoxville, TN	Resolution No. 287-09	2009	178,874	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	Jackson, MI	Resolution	2006	33,534	3	3.6	4	16	5	12	0	0	0	0	0	0	3	2.4	0	0	0	0	0	0	**34.0**
City resolution	Hoboken, NJ	Resolution	2010	50,005	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	2013	7,844	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	2013	21,085	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	East Amwell, NJ	Resolution 52-15	2015	4,013	5	6	2	8	3	7.2	1	3.2	5	2	2	3.2	0	0	0	0	0	0	1	4	**33.6**

Type	Agency	Policy	Year	Population	Intent		All users and modes		All projects and phases		Exceptions		Connectivity		Jurisdiction		Design flexibility		Context		Metrics		Implementation		
					Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Total score
City resolution	Clarkston, GA	Resolution	2011	7,554	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	2012	23,867	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	2013	50,129	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	Lancaster, PA	Resolution	2014	59,322	1	1.2	4	16	5	12	0	0	0	0	0	0	0	0	0	0	0	0	1	4	**33.2**
City resolution	Everett, WA	Resolution	2008	103,019	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	Asbury Park, NJ	Resolution 2015-358	2015	16,116	3	3.6	0	0	0	0	4	12.8	5	2	0	0	3	2.4	5	8	0	0	1	4	**32.8**
City resolution	St. Paul, MN	Resolution No. 09-213	2009	285,068	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	Union City, NJ	Resolution Establishing a Complete Streets Policy	2013	66,455	1	1.2	4	16	5	12	1	3.2	0	0	0	0	0	0	0	0	0	0	0	0	**32.4**
City resolution	Lewis, NY	Resolution	2011	854	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	2010	24,672	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	2009	6,106	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	2011	57,637	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	Randolph Township, NJ	Resolution No. 157-12	2012	25,734	1	1.2	5	20	3	7.2	1	3.2	0	0	0	0	0	0	0	0	0	0	0	0	**31.6**
City resolution	South Brunswick, NJ	Resolution 2014-189	2014	43,417	1	1.2	5	20	3	7.2	1	3.2	0	0	0	0	0	0	0	0	0	0	0	0	**31.6**
City resolution	Dolgeville, NY	Resolution #121-2014	2014	2,206	1	1.2	3	12	5	12	0	0	5	2	0	0	0	0	0	0	0	0	1	4	**31.2**
City resolution	West Orange Township, NJ	Resolution 13-02	2013	46,207	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	Somers Point, NJ	Resolution No. 171 of 2012	2012	10,795	1	1.2	2	8	5	12	0	0	0	0	0	0	2	1.6	5	8	0	0	0	0	**30.8**
City resolution	Far Hills, NJ	Resolution No. 14-139	2014	919	1	1.2	3	12	5	12	0	0	5	2	2	3.2	0	0	0	0	0	0	0	0	**30.4**
City resolution	Robbinsville, NJ	Resolution 2014-145	2014	13,642	1	1.2	3	12	5	12	0	0	5	2	2	3.2	0	0	0	0	0	0	0	0	**30.4**
City resolution	Montgomery Township, NJ	Resolution	2012	22,258	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	2010	33,960	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	2010	18,867	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	Traverse City, MI	Resolution	2011	14,674	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	Long Lake Township, MI	Resolution	2013	8,662	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	Senatobia, MS	Resolution	2012	8,165	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	2011	6,881	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	2011	8,053	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	2008	787,033	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	2010	81,405	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	2002	790,390	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	2007	29,660	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	2011	195,111	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	2012	91,351	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	2010	86,265	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	2011	23,409	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	2011	18,061	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	2010	9,989	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	2009	37,669	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	2007	67,862	5	6	2	8	3	7.2	2	6.4	0	0	0	0	0	0	0	0	0	0	0	0	**27.6**
City resolution	Guthrie, OK	Resolution 2011-02	2011	10,191	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	2010	129,272	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	2008	58,409	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	2012	23,222	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	Long Hill Township, NJ	Resolution 12-205	2012	8,702	1	1.2	4	16	3	7.2	1	3.2	0	0	0	0	0	0	0	0	0	0	0	0	**27.6**
City resolution	Westfield, NJ	Resolution 314 of 2013	2013	30,316	1	1.2	4	16	3	7.2	1	3.2	0	0	0	0	0	0	0	0	0	0	0	0	**27.6**
City resolution	Hempstead, NY	Resolution	2012	53,891	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	Hamilton, NJ	Resolution 15-024	2015	26,503	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	2011	47,573	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	2011	60,724	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	2011	66,194	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	Perth Amboy, NJ	R-575-12/13	2013	50,814	1	1.2	3	12	0	0	0	0	0	0	5	8	0	0	0	0	0	0	1	4	**25.2**
City resolution	Kingsport, TN	Resolution	2011	48,205	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	2012	36,120	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	2009	399,457	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	2009	127,473	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	2013	13,840	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	2013	1,480	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	2013	23,994	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	2012	35,345	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	2012	64,634	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	2011	247,597	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	2012	11,340	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	2009	233,209	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	Chautauqua, NY	Resolution 88-15	2015	134,905	1	1.2	3	12	0	0	1	3.2	0	0	0	0	0	0	5	8	0	0	0	0	**24.4**

Type	Agency	Policy	Year	Population	Intent		All users and modes		All projects and phases		Exceptions		Connectivity		Jurisdiction		Design flexibility		Context		Metrics		Implementation		
					Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Total score
City resolution	Daphne, AL	Resolution No. 2009-111	2009	21,570	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	2009	15,326	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	Owasso, OK	Resolution No. 2015-03	2015	28,915	3	3.6	5	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**23.6**
City resolution	Bedminster Township, NJ	Resolution 2012-097	2012	8,165	1	1.2	3	12	3	7.2	1	3.2	0	0	0	0	0	0	0	0	0	0	0	0	**23.6**
City resolution	Chester Township, NJ	Resolution 2013-58	2013	7,838	1	1.2	3	12	3	7.2	1	3.2	0	0	0	0	0	0	0	0	0	0	0	0	**23.6**
City resolution	Millburn, NJ	Resolution 12-166	2014	20,149	3	3.6	2	8	0	0	1	3.2	5	2	0	0	3	2.4	0	0	0	0	1	4	**23.2**
City resolution	Anne Arundel, MD	Resolution No. 6-14	2014	537,656	1	1.2	3	12	0	0	0	0	5	2	0	0	0	0	0	0	0	0	2	8	**23.2**
City resolution	Bound Brook, NJ	Resolution 15-102	2015	10,402	3	3.6	3	12	3	7.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**22.8**
City resolution	Harvey Cedars, NJ	Resolution	2011	337	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	2013	22,999	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	2013	4,665	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	2010	14,144	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	2012	23,033	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	Northvale, NJ	Resolution 2013-17	2013	4,640	5	6	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**22.0**
City resolution	Golden Valley, MN	Resolution 11-8	2011	20,371	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	2007	51,904	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	Columbus, GA	Resolution 92-14	2014	189,885	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	Allegan, MI	Resolution 10.42	2010	4,998	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	2010	14,970	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	2011	1,800	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	2011	20,103	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	**21.2**
City resolution	Manistique, MI	Resolution	2010	3,097	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	2010	55,224	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	2011	15,194	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	2011	618	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	2011	4,079	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	2013	9,383	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	2012	15,845	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	2011	71,148	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	2012	178,042	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	2010	208,916	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	2011	903	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	Buena Borough, NJ	Resolution No. 148-14	2014	4,603	1	1.2	2	8	0	0	1	3.2	5	2	0	0	3	2.4	0	0	0	0	1	4	**20.8**
City resolution	Fairfax, CA	Resolution No. 2527	2008	7,441	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	2010	2,415	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	2008	12,336	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	2011	33,051	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	2012	1,998	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	2012	15,147	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	2011	1,373	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	2012	7,527	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	2012	43,010	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	2011	9,555	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	2012	4,041	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	2012	2,472	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	Bergenfield, Borough of, NJ	Resolution 13-278	2013	26,764	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. __	2009	102,434	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	2012	1,922	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	Hightstown, NJ	Resolution 2014-129	2014	5,494	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	Pennington, Borough of, NJ	Resolution 2014 - 6.10	2014	2,585	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	2013	37,511	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	2011	4,375	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	2011	522	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	2011	12,616	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	2011	4,081	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	2011	21,165	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	2010	22,423	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	2011	7,561	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	2011	1,681	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	2010	3,991	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**17.2**
City resolution	Ludington, MI	Resolution	2011	8,076	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	2010	806	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	2011	603	1	1.2	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**17.2**

Type	Agency	Policy	Year	Population	Intent		All users and modes		All projects and phases		Exceptions		Connectivity		Jurisdiction		Design flexibility		Context		Metrics		Implementation		
					Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Total score
City resolution	Munising, MI	Resolution	2011	2,355	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	2011	1,519	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	2011	3,956	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	2011	3,436	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	2011	822	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	2011	2,366	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	2012	129,699	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	2011	12,927	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	2012	134,056	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	2011	12,875	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	2011	16,150	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	2012	11,967	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	2011	17,389	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	2011	30,639	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	2011	41,186	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	Somerville, NJ	Resolution 15-0908-316	2015	12,098	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	Roosevelt Park, MI	Resolution 13-006	2013	3,831	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	2011	30,134	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	2013	10,200	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	2011	24,958	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	2012	23,106	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	2011	57,233	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	2012	9,724	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	2011	6,731	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	2011	18,916	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	New Milford, NJ	Resolution 2014:152	2014	16,341	1	1.2	0	0	5	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**13.2**
City resolution	Sodus Point, NY	Complete Streets Policy Resolution	2015	900	1	1.2	3	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**13.2**
City resolution	Little Falls, NY	Resolution No. 59	2014	1,587	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	North Pole, AK	Resolution 15-23	2015	2,117	3	3.6	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	**11.6**
City resolution	Grand Rapids, MI	Resolution	2011	188,040	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	Kansas City, MO	Resolution No. 110069	2011	459,787	1	1.2	2	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**9.2**
City resolution	Spartanburg, SC	Resolution	2006	37,013	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	2012	33,736	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	2006	608,660	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	Reading, PA	Executive Order 2-2015	2015	88,082	5	6	5	20	5	12	5	16	5	2	5	8	5	4	5	8	5	4	5	20	**100.0**
City executive order	Independence, KY	Municipal Order No. 2015-MO-03	2015	24,757	1	1.2	4	16	5	12	4	12.8	5	2	5	8	0	0	5	8	0	0	4	16	**76.0**
City executive order	Taylor Mill, KY	Municipal Order No. 63	2015	6,604	1	1.2	4	16	5	12	4	12.8	5	2	5	8	0	0	5	8	0	0	4	16	**76.0**
City executive order	Memphis, TN	An Order Establishing a Complete Streets Policy for the City of Memphis	2013	646,889	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	2013	2,099,451	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**
City executive order	Nashville, TN	Executive Order No. 40	2010	601,222	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	2013	258,379	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	2007	186,440	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	2009	1,526,006	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 policy																									
City policy adopted b	Peru, IN	Ordinance 31, 2013	2013	11,417	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 adopted b	Weymouth, MA	Complete Streets Policy	2015	53,743	3	3.6	5	20	5	12	5	16	5	2	5	8	3	2.4	5	8	0	0	5	20	**92.0**
City policy adopted b	Littleton, MA	Complete Streets Policy	2013	8,924	5	6	5	20	5	12	5	16	5	2	5	8	3	2.4	5	8	0	0	4	16	**90.4**
City policy adopted b	Baldwin Park, CA	Complete Streets Policy	2011	75,390	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 adopted b	Hermosa Beach, CA	Living Streets Policy	2012	19,596	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 adopted b	Huntington Park, CA	Resolution No. 2012-18	2012	58,114	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 adopted b	Omaha, NE	Complete Streets Policy	2015	408,958	5	6	3	12	5	12	4	12.8	5	2	5	8	5	4	5	8	5	4	5	20	**88.8**
City policy adopted b	Auburn, ME	Complete Streets Policy	2013	23,055	5	6	5	20	5	12	4	12.8	5	2	2	3.2	5	4	5	8	5	4	4	16	**88.0**
City policy adopted b	Lewiston, ME	Complete Streets Policy	2013	36,592	5	6	5	20	5	12	4	12.8	5	2	2	3.2	5	4	5	8	5	4	4	16	**88.0**
City policy adopted b	Acton, MA	Complete Streets Policy	2014	21,929	5	6	5	20	5	12	4	12.8	5	2	5	8	3	2.4	5	8	0	0	4	16	**87.2**
City policy adopted b	Middleton, MA	Complete Streets Policy	2014	8,987	5	6	5	20	5	12	4	12.8	5	2	5	8	3	2.4	5	8	0	0	4	16	**87.2**
City policy adopted b	Salem, MA	Complete Streets Policy	2014	41,340	5	6	5	20	5	12	4	12.8	5	2	5	8	3	2.4	5	8	0	0	4	16	**87.2**
City policy adopted b	Reading, MA	Complete Streets Policy	2014	24,747	5	6	5	20	5	12	4	12.8	5	2	5	8	3	2.4	5	8	0	0	4	16	**87.2**
City policy adopted b	Ashland, MA	Complete Streets Policy	2015	16,593	5	6	5	20	5	12	4	12.8	5	2	5	8	3	2.4	5	8	0	0	4	16	**87.2**
City policy adopted b	Natick, MA	Complete Streets Policy	2015	30,510	5	6	5	20	5	12	4	12.8	5	2	5	8	3	2.4	5	8	0	0	4	16	**87.2**
City policy adopted b	Norwell, MA	Complete Streets Policy	2015	9,279	5	6	5	20	5	12	4	12.8	5	2	5	8	3	2.4	5	8	0	0	4	16	**87.2**
City policy adopted b	Stoughton, MA	Complete Streets Policy	2014	26,962	5	6	5	20	5	12	5	16	5	2	5	8	3	2.4	5	8	0	0	3	12	**86.4**
City policy adopted b	Fort Lauderdale, FL	Complete Streets Policy	2013	165,521	5	6	3	12	5	12	5	16	5	2	5	8	2	1.6	5	8	5	4	4	16	**85.6**
City policy adopted b	Lynn, MA	Complete Streets Policy	2015	15,784	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**
City policy adopted b	Framingham, MA	Policy on Complete Streets	2015	68,318	5	6	5	20	5	12	4	12.8	5	2	5	8	0	0	5	8	5	4	3	12	**84.8**

Type	Agency	Policy	Year	Population	Intent		All users and modes		All projects and phases		Exceptions		Connectivity		Jurisdiction		Design flexibility		Context		Metrics		Implementation		Total score
					Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	
City policy adopted b	New Hope, MN	Complete Streets Policy	2011	20,339	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 adopted b	Pleasanton, CA	Complete Streets Policy	2012	70,285	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 adopted b	Portland, ME	Complete Streets Policy	2012	66,194	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 adopted b	Beverly, MA	Complete Streets Policy	2015	39,502	5	6	5	20	5	12	4	12.8	5	2	5	8	3	2.4	5	8	0	0	3	12	**83.2**
City policy adopted b	Piqua, OH	Complete Streets Policy	2013	20,522	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 adopted b	Richmond, VA	Resolution No. 2014-R172-170	2014	204,214	1	1.2	4	16	5	12	5	16	5	2	2	3.2	5	4	5	8	5	4	4	16	**82.4**
City policy adopted b	Portsmouth, NH	Policy 2013-01	2013	21,233	5	6	4	16	5	12	4	12.8	0	0	3	4.8	3	2.4	5	8	5	4	4	16	**82.0**
City policy adopted b	Hot Springs, AR	Complete Streets Policy	2015	35,193	3	3.6	5	20	5	12	4	12.8	5	2	2	3.2	5	4	5	8	5	4	3	12	**81.6**
City policy adopted b	Oakland, CA	Complete Streets Policy	2013	390,724	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 adopted b	Elizabethtown, PA	Resolution No. 2014-12	2014	11,545	3	3.6	5	20	5	12	4	12.8	5	2	3	4.8	3	2.4	5	8	0	0	4	16	**81.6**
City policy adopted b	Hudson, MA	Complete Streets Policy	2015	19,063	1	1.2	5	20	5	12	4	12.8	5	2	2	3.2	3	2.4	5	8	0	0	5	20	**81.6**
City policy adopted b	Hayward, CA	Complete Streets Policy	2013	144,186	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 adopted b	Livermore, CA	Resolution 2013-007	2013	80,968	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 adopted b	Cedar Falls, IA	Resolution 18,703	2013	39,260	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 adopted b	Waterloo, IA	Resolution 2013-474	2013	68,406	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 adopted b	Muscatine, IA	Resolution 92610-1113	2013	22,886	5	6	5	20	5	12	1	3.2	5	2	5	8	5	4	5	8	5	4	3	12	**79.2**
City policy adopted b	Berkeley, CA	Resolution 65,978-N.S.	2012	112,580	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 adopted b	Brooklyn Center, MN	Complete Streets Policy	2013	30,104	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 adopted b	Plymouth, MA	Complete Streets Policy	2013	56,468	3	3.6	5	20	5	12	2	6.4	5	2	5	8	3	2.4	5	8	0	0	4	16	**78.4**
City policy adopted b	Hopkins, MN	Legislative Policy 8-I	2013	17,591	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 adopted b	Baton Rouge, LA	Resolution No 51196	2014	229,423	5	6	5	20	5	12	2	6.4	5	2	2	3.2	5	4	5	8	0	0	4	16	**77.6**
City internal policy	Dover, NH	Complete Streets and Traffic Calming Guidelines	2014	29,987	5	6	4	16	5	12	4	12.8	0	0	0	0	3	2.4	5	8	5	4	4	16	**77.2**
City policy adopted b	Azusa, CA	Complete Streets Policy	2011	43,361	1	1.2	5	20	5	12	4	12.8	5	2	2	3.2	2	1.6	5	8	0	0	4	16	**76.8**
City policy adopted b	Roanoke, VA	Complete Streets Policy	2008	97,032	5	6	4	16	5	12	4	12.8	5	2	0	0	5	4	5	8	5	4	3	12	**76.8**
City policy adopted b	Emeryville, CA	Resolution No. 13-03	2013	10,080	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 adopted b	Big Lake, MN	Resolution No. 2010-74	2010	10,060	5	6	4	16	5	12	4	12.8	5	2	2	3.2	5	4	5	8	0	0	3	12	**76.0**
City policy adopted b	Brockton, MA	Complete Streets Policy	2014	93,810	1	1.2	5	20	5	12	2	6.4	5	2	5	8	3	2.4	5	8	0	0	4	16	**76.0**
City policy adopted b	American Canyon, CA	Resolution 2012-72	2012	19,454	5	6	5	20	5	12	5	16	5	2	2	3.2	0	0	5	8	0	0	2	8	**75.2**
City policy adopted b	Festus, MO	Resolution No. 3924 1/2	2010	11,602	1	1.2	5	20	5	12	2	6.4	5	2	5	8	2	1.6	5	8	0	0	4	16	**75.2**
City policy adopted b	Des Plaines, IL	Complete Streets Policy	2011	58,364	5	6	4	16	5	12	2	6.4	5	2	5	8	5	4	0	0	5	4	4	16	**74.4**
City policy adopted b	Rochester, MN	Complete Streets Policy	2009	106,769	3	3.6	5	20	5	12	4	12.8	5	2	0	0	5	4	5	8	0	0	3	12	**74.4**
City policy adopted b	Mason City, IA	Complete Streets Policy	2014	28,079	3	3.6	5	20	3	7.2	4	12.8	5	2	5	8	5	4	5	8	5	4	1	4	**73.6**
City policy adopted b	Lee's Summit, MO	Resolution No. 10-17	2010	91,364	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 policy adopted b	Bloomington, MN	Complete Streets Policy	2012	82,893	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 adopted b	Metuchen, Borough of, NJ	Resolution 2013-210	2013	13,574	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 adopted b	Dublin, CA	Resolution No. 199-12	2012	46,036	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 adopted b	Newark, CA	Resolution 10074	2013	42,573	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 adopted b	Babylon, NY	Complete Streets Policy	2010	12,166	5	6	5	20	5	12	2	6.4	5	2	2	3.2	3	2.4	5	8	0	0	3	12	**72.0**
City policy adopted b	North Hempstead, NY	Complete Streets Policy Guide	2011	226,322	5	6	5	20	5	12	0	0	5	2	5	8	5	4	5	8	0	0	3	12	**72.0**
City policy adopted b	Dayton, OH	Livable Streets Policy	2010	141,527	5	6	5	20	5	12	5	16	5	2	0	0	5	4	5	8	0	0	1	4	**72.0**
City policy adopted b	Larkspur, CA	Complete Streets Policy	2012	11,926	5	6	5	20	5	12	5	16	5	2	2	3.2	0	0	5	8	0	0	1	4	**71.2**
City policy adopted b	San Anselmo, CA	Complete Streets Policy	2013	12,336	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 adopted b	Hutchinson, KS	Complete Streets Policy	2012	42,080	1	1.2	5	20	5	12	1	3.2	5	2	5	8	0	0	5	8	0	0	4	16	**70.4**
City policy adopted b	Redding, CA	Council Policy No. 1303	2012	89,861	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 adopted b	Piedmont, CA	Resolution No. 106-12	2012	10,667	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 adopted b	Alameda, CA	Complete Streets Policy	2013	73,812	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 adopted b	Arlington Heights, IL	Complete Streets Policy	2013	75,101	5	6	2	8	5	12	2	6.4	5	2	2	3.2	0	0	5	8	5	4	5	20	**69.6**
City policy adopted b	Springfield, MO	Complete Streets Policy	2014	159,498	3	3.6	4	16	5	12	3	9.6	5	2	0	0	2	1.6	5	8	0	0	4	16	**68.8**
City policy adopted b	Athens-Clarke County, GA	Complete Streets Policy	2012	115,425	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 adopted b	Algonquin, IL	Resolution No. 2014-R-28	2014	30,046	5	6	5	20	5	12	4	12.8	5	2	5	8	5	4	0	0	0	0	1	4	**68.8**
City policy adopted b	Zeeland, MI	Complete Streets Policy	2013	5,504	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 adopted b	Pleasant Hill, CA	Complete Streets Policy	2013	33,152	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 adopted b	Charlottesville, VA	Complete Streets Policy	2014	43,475	1	1.2	4	16	5	12	4	12.8	5	2	0	0	0	0	5	8	5	4	3	12	**68.0**
City policy adopted b	Swanzey, NH	Complete Streets Policy	2015	7,230	3	3.6	5	20	5	12	1	3.2	5	2	2	3.2	5	4	5	8	0	0	3	12	**68.0**
City policy adopted b	Silver Creek, NY	Complete Streets Policy	2014	2,656	3	3.6	5	20	5	12	1	3.2	5	2	2	3.2	3	2.4	5	8	0	0	3	12	**66.4**
City policy adopted b	Grant County, KY	Complete Streets Policy	2015	24,662	1	1.2	4	16	5	12	1	3.2	5	2	5	8	0	0	5	8	0	0	4	16	**66.4**
City policy adopted b	Summit, NJ	Complete Streets Policy	2014	21,457	5	6	4	16	5	12	4	12.8	0	0	2	3.2	5	4	5	8	0	0	1	4	**66.0**
City policy adopted b	Cherry Hill Township, NJ	Resolution 2013-03-09	2014	71,045	3	3.6	5	20	5	12	4	12.8	5	2	3	4.8	3	2.4	0	0	0	0	2	8	**65.6**
City policy adopted b	Glendinve, MT	Safe and Accessible Streets Policy	2015	4,935	3	3.6	5	20	5	12	4	12.8	5	2	3	4.8	3	2.4	5	8	0	0	0	0	**65.6**
City policy adopted b	Great Neck Plaza, NY	Complete Streets Policy Guide	2012	6,707	3	3.6	5	20	5	12	0	0	5	2	2	3.2	5	4	5	8	0	0	3	12	**64.8**
City policy adopted b	Riverside, OH	Resolution No. 14-R-1918	2014	25,201	3	3.6	5	20	5	12	4	12.8	5	2	0	0	3	2.4	5	8	0	0	1	4	**64.8**
City policy adopted b	Albany, CA	Complete Streets Policy	2013	18,536	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 adopted b	San Leadro, CA	Resolution 2013-018	2013	84,950	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 adopted b	Union City, CA	Complete Streets Policy	2012	69,516	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 adopted b	Saratoga Springs, NY	Complete Streets Policy	2012	26,586	5	6	4	16	5	12	0	0	5	2	5	8	5	4	0	0	0	0	4	16	**64.0**
City policy adopted b	Woodbridge, NJ	Resolution	2011	99,585	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 internal policy	Virginia Beach, VA	Complete Streets Administrative Directive	2014	437,994	5	6	4	16	5	12	1	3.2	5	2	2	3.2	5	4	5	8	0	0	2	8	**62.4**
City policy adopted b	Las Cruces, NM	Resolution 09-301	2009	97,618	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**

Type	Agency	Policy	Year	Population	Intent		All users and modes		All projects and phases		Exceptions		Connectivity		Jurisdiction		Design flexibility		Context		Metrics		Implementation		
					Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Total score
City policy adopted b	Lombard, IL	Village Board Policy 6.J.	2014	43,165	1	1.2	4	16	3	7.2	3	9.6	5	2	5	8	3	2.4	5	8	0	0	2	8	**62.4**
City policy adopted b	Grant-Valkaria, FL	Resolution No. 07-2011	2011	3,850	3	3.6	4	16	5	12	4	12.8	5	2	2	3.2	0	0	5	8	0	0	1	4	**61.6**
City policy adopted b	Los Altos Hills, CA	Complete Streets Policy (Resolution 8-13)	2013	7,922	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 adopted b	Chicago Heights, IL	Resolution No. 2013-43	2013	30,276	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 adopted b	Ojai, CA	Complete Streets Policy	2012	7,461	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 policy adopted b	Tinley Park, IL	Complete Streets Policy	2012	56,703	3	3.6	5	20	3	7.2	0	0	5	2	5	8	5	4	5	8	5	4	1	4	**60.8**
City policy adopted b	Evanston, IL	Resolution 6-R-14	2014	74,486	5	6	4	16	5	12	4	12.8	5	2	0	0	0	0	5	8	0	0	1	4	**60.8**
City policy adopted b	Lawrence, KS	Complete Streets Policy	2012	87,643	1	1.2	4	16	5	12	1	3.2	5	2	5	8	3	2.4	5	8	5	4	1	4	**60.8**
City policy adopted b	Roswell, GA	Resolution 2009-03-10	2009	88,346	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 internal policy	North Chicago, IL	Access Unlimited: A Compact Complete Streets Policy Guide	2014	32,374	3	3.6	3	12	5	12	1	3.2	5	2	2	3.2	3	2.4	5	8	0	0	3	12	**58.4**
City policy adopted b	Savannah, GA	Complete Streets Policy	2015	136,286	1	1.2	5	20	5	12	1	3.2	5	2	2	3.2	0	0	0	0	0	0	4	16	**57.6**
City internal policy	New Brunswick, NJ	Complete Streets Policy	2012	55,181	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 policy adopted b	Vacaville, CA	Complete Streets Policy	2012	92,428	1	1.2	4	16	5	12	3	9.6	5	2	3	4.8	0	0	5	8	5	4	0	0	**57.6**
City policy adopted b	Windham, ME	Complete Streets Policy	2014	17,001	3	3.6	4	16	5	12	0	0	5	2	2	3.2	0	0	5	8	0	0	3	12	**56.8**
City policy adopted b	Rockville, MD	Complete Streets Policy	2009	61,209	5	6	4	16	3	7.2	3	9.6	5	2	0	0	5	4	5	8	0	0	1	4	**56.8**
City policy adopted b	Lewisboro, NY	Policy	2011	12,411	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 policy adopted b	Falcon Heights, MN	Complete Streets Policy	2011	5,321	3	3.6	5	20	5	12	1	3.2	5	2	2	3.2	5	4	5	8	0	0	0	0	**56.0**
City policy adopted b	Suwanee, GA	Ordinance No. 2009-005	2009	15,355	5	6	5	20	5	12	1	3.2	5	2	0	0	5	4	5	8	0	0	0	0	**55.2**
City policy adopted b	East Orange, NJ	Resolution 1199	2013	64,270	3	3.6	4	16	5	12	1	3.2	5	2	0	0	3	2.4	0	0	0	0	4	16	**55.2**
City policy adopted b	Ishpeming, MI	Resolution 2011-01	2011	6,470	3	3.6	4	16	5	12	4	12.8	0	0	0	0	3	2.4	5	8	0	0	0	0	**54.8**
City policy adopted b	Sandpoint, ID	Resolution	2010	7,365	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 policy adopted b	Morristown, NJ	Complete Streets Policy	2012	18,411	3	3.6	3	12	5	12	4	12.8	5	2	3	4.8	3	2.4	0	0	0	0	1	4	**53.6**
City policy adopted b	Dunwoody, GA	Complete Streets Policy	2011	46,267	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 internal policy	Denver, CO	Complete Streets Policy	2011	600,158	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 policy adopted b	Billings, MT	Resolution	2011	104,170	1	1.2	4	16	5	12	0	0	0	0	2	3.2	0	0	5	8	0	0	3	12	**52.4**
City policy adopted b	Oak Lawn, IL	Resolution No. 14-13-25	2014	56,690	3	3.6	5	20	0	0	0	0	5	2	5	8	3	2.4	5	8	5	4	1	4	**52.0**
City policy adopted b	Independence, MN	Complete Streets Policy	2011	3,504	3	3.6	2	8	5	12	1	3.2	5	2	2	3.2	5	4	5	8	0	0	2	8	**52.0**
City policy adopted b	Asheville, NC	Complete Streets Policy	2012	83,393	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 adopted b	Coeur d'Alene, ID	Resolution 09-021	2009	44,137	3	3.6	5	20	3	7.2	1	3.2	5	2	2	3.2	5	4	5	8	0	0	0	0	**51.2**
City policy adopted b	Liberty Township, OH	Complete Streets Policy	2014	21,982	1	1.2	4	16	5	12	4	12.8	5	2	2	3.2	0	0	0	0	0	0	1	4	**51.2**
City policy adopted b	South Orange, NJ	Resolution 2012-224	2012	16,198	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 adopted b	St. Petersburg, FL	Administrative Policy #020400	2015	244,769	1	1.2	2	8	0	0	0	0	0	0	5	8	5	4	5	8	0	0	5	20	**49.2**
City policy adopted b	Maple Plain, MN	Complete Streets Policy	2013	1,768	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 adopted b	Elizabeth, NJ	Resolution of the Municipal Council of the City of Elizabeth to Establish a Complete Streets Policy	2014	124,969	1	1.2	4	16	5	12	1	3.2	5	2	0	0	3	2.4	0	0	0	0	3	12	**48.8**
City policy adopted b	Whitestown, IN	Complete Streets Policy	2014	2,867	3	3.6	2	8	5	12	1	3.2	5	2	3	4.8	3	2.4	5	8	5	4	0	0	**48.0**
City policy adopted b	Austin, MN	Complete Streets Policy	2012	24,718	3	3.6	5	20	5	12	0	0	5	2	0	0	2	1.6	5	8	0	0	0	0	**47.2**
City policy adopted b	Gainesville, GA	Complete Streets Policy	2015	n/a	3	3.6	0	0	5	12	1	3.2	5	2	2	3.2	3	2.4	5	8	0	0	3	12	**46.4**
City policy adopted b	Hamilton, MT	Resolution No. 1256	2014	4,348	5	6	3	12	3	7.2	4	12.8	0	0	0	0	0	0	0	0	0	0	2	8	**46.0**
City policy adopted b	Auburndale, FL	Complete Streets Policy	2012	13,507	1	1.2	5	20	5	12	0	0	5	2	0	0	3	2.4	5	8	0	0	0	0	**45.6**
City policy adopted b	Bartow, FL	Complete Streets Policy	2012	17,298	1	1.2	5	20	5	12	0	0	5	2	0	0	3	2.4	5	8	0	0	0	0	**45.6**
City policy adopted b	Davenport, FL	Complete Streets Policy	2012	2,888	1	1.2	5	20	5	12	0	0	5	2	0	0	3	2.4	5	8	0	0	0	0	**45.6**
City policy adopted b	Dundee, FL	Complete Streets Policy	2012	3,717	1	1.2	5	20	5	12	0	0	5	2	0	0	3	2.4	5	8	0	0	0	0	**45.6**
City policy adopted b	Eagle Lake, FL	Complete Streets Policy	2012	2,255	1	1.2	5	20	5	12	0	0	5	2	0	0	3	2.4	5	8	0	0	0	0	**45.6**
City policy adopted b	Fort Meade, FL	Complete Streets Policy	2012	5,626	1	1.2	5	20	5	12	0	0	5	2	0	0	3	2.4	5	8	0	0	0	0	**45.6**
City policy adopted b	Frostproof, FL	Complete Streets Policy	2012	2,992	1	1.2	5	20	5	12	0	0	5	2	0	0	3	2.4	5	8	0	0	0	0	**45.6**
City policy adopted b	Haines City, FL	Complete Streets Policy	2012	20,535	1	1.2	5	20	5	12	0	0	5	2	0	0	3	2.4	5	8	0	0	0	0	**45.6**
City policy adopted b	Highland Park, FL	Complete Streets Policy	2012	230	1	1.2	5	20	5	12	0	0	5	2	0	0	3	2.4	5	8	0	0	0	0	**45.6**
City policy adopted b	Hillcrest Heights, FL	Complete Streets Policy	2012	254	1	1.2	5	20	5	12	0	0	5	2	0	0	3	2.4	5	8	0	0	0	0	**45.6**
City policy adopted b	Lake Alfred, FL	Complete Streets Policy	2012	5,015	1	1.2	5	20	5	12	0	0	5	2	0	0	3	2.4	5	8	0	0	0	0	**45.6**
City policy adopted b	Lake Hamilton, FL	Complete Streets Policy	2012	1,231	1	1.2	5	20	5	12	0	0	5	2	0	0	3	2.4	5	8	0	0	0	0	**45.6**
City policy adopted b	Lake Wales, FL	Complete Streets Policy	2012	14,225	1	1.2	5	20	5	12	0	0	5	2	0	0	3	2.4	5	8	0	0	0	0	**45.6**
City policy adopted b	Lakeland, FL	Complete Streets Policy	2012	97,422	1	1.2	5	20	5	12	0	0	5	2	0	0	3	2.4	5	8	0	0	0	0	**45.6**
City policy adopted b	Mulberry, FL	Complete Streets Policy	2012	3,817	1	1.2	5	20	5	12	0	0	5	2	0	0	3	2.4	5	8	0	0	0	0	**45.6**
City policy adopted b	Polk City, FL	Complete Streets Policy	2012	1,562	1	1.2	5	20	5	12	0	0	5	2	0	0	3	2.4	5	8	0	0	0	0	**45.6**
City policy adopted b	Winter Haven, FL	Complete Streets Policy	2012	33,874	1	1.2	5	20	5	12	0	0	5	2	0	0	3	2.4	5	8	0	0	0	0	**45.6**
City policy adopted b	Marquette, MI	Complete Streets Guiding Principles	2011	21,355	3	3.6	3	12	5	12	0	0	5	2	0	0	3	2.4	5	8	0	0	1	4	**44.0**
City policy adopted b	Hillsborough, NJ	Resolution to Adopt and Establish a "Complete Streets Policy" for the Township of Hillsborough	2014	38,303	1	1.2	4	16	3	7.2	4	12.8	0	0	0	0	3	2.4	0	0	0	0	1	4	**43.6**
City policy adopted b	Westfield, IN	Resolution 12-114	2013	30,068	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 adopted b	San Antonio, TX	Complete Streets Policy	2011	1,327,407	1	1.2	4	16	5	12	0	0	5	2	0	0	2	1.6	5	8	0	0	0	0	**40.8**
City policy adopted b	Polson, MT	Safe and Accessible Streets Policy	2015	4,488	3	3.6	3	12	3	7.2	4	12.8	0	0	3	4.8	0	0	0	0	0	0	0	0	**40.4**
City policy adopted b	Muskegon, MI	Complete Streets Policy	2014	172,188	1	1.2	4	16	0	0	1	3.2	5	2	2	3.2	3	2.4	5	8	0	0	1	4	**40.0**
City internal policy	Chicago, IL	Safe Streets for Chicago	2006	2,695,598	5	6	5	20	5	12	0	0	0	0	0	0	2	1.6	0	0	0	0	0	0	**39.6**
City policy adopted b	Des Moines, IA	Complete Streets Policy	2008	203,433	5	6	4	16	3	7.2	2	6.4	0	0	0	0	5	4	0	0	0	0	0	0	**39.6**
City policy adopted b	North Little Rock, AR	Resolution No. 74-25	2009	62,304	3	3.6	4	16	5	12	1	3.2	0	0	0	0	5	4	0	0	0	0	0	0	**38.8**

Type	Agency	Policy	Year	Population	Intent		All users and modes		All projects and phases		Exceptions		Connectivity		Jurisdiction		Design flexibility		Context		Metrics		Implementation		
					Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Points	Weighted points	Total score
City policy adopted b	Palm Bay, FL	Resolution No. 2011-22	2011	103,190	3	3.6	4	16	3	7.2	0	0	0	0	2	3.2	0	0	5	8	0	0	0	0	**38.0**
City policy adopted b	Linwood, NJ	Resolution No. 42	2011	7,092	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 policy adopted b	Cascade, IA	City of Cascade Policy Statement	2006	2,159	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 policy adopted b	Maplewood, MN	Living Streets Policy	2013	38,018	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 adopted b	Concord, NH	Comprehensive Transportation Policy	2010	42,695	5	6	1	4	5	12	0	0	5	2	2	3.2	0	0	0	0	0	0	0	0	**27.2**
City internal policy	Midland, MI	Complete Streets Policy	2010	41,863	3	3.6	1	4	3	7.2	0	0	0	0	0	0	2	1.6	5	8	0	0	0	0	**24.4**
City policy adopted b	West Des Moines, IA	Complete Streets Policy	2015	56,609	1	1.2	0	0	3	7.2	1	3.2	0	0	2	3.2	3	2.4	0	0	0	0	1	4	**21.2**
City policy adopted b	Fairbanks, AK	Policy No. 9 Complete Streets	2015	n/a	3	3.6	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	**11.6**