Multi-Modal

Objectives / Goal
- Regional Complete Streets Policy
- Model policies for local jurisdictions to adopt

Action Items
- Defining Complete Streets: What are our goals and how does a complete streets approach support achieving them?
- Guidance for Local Policies: Model Complete Streets language for local adoption, and information about regionally significant opportunities for complete streets projects (like those in the Bike-Ped Plan and Transit Vision)
- Implementation: How can regional funding support complete streets, and how do we prioritize projects as part of the MPO process?

Defining Complete Streets
What:
To create great places and enhance our quality of life, communities will provide safe, accessible streets for all users.

Why:
Complete Streets will enhance the region’s quality of life over the long-term with a well-balanced and connected transportation system that provides for economically sound and connected development patterns, public health and safety, livability, equity, affordability, economic activity, and excellence in design and community character.

Guidance for Local Policies
Document Review:
- Complete Streets Omaha
- Utah’s Unified Transportation Plan
- Minneapolis/St. Paul Transportation Policy Plan
- Mid-Ohio Regional Planning Commission Complete Streets Model Policies
- Des Moines Area MPO Complete Streets
  - Infrastructure guide based on Study by the department of health
- Bellevue

Each of these plans generally identified common priorities or goals. The order varies depending on the region but frequently included:
- Safety
- Economic Vitality
- State of good repair/preservation of infrastructure
- Air Quality
- Mobility and Accessibility
- Personal or Public Health

Additionally, Omaha’s included:
- Economic sound and connected development patterns
- Livability
The need for these to be measurable should be a priority of the final list of goals or priorities.

**Overall Comments:**
- A lot of similarities, often saying the same thing in different ways based on regional priorities
- Uses the best and latest design standards

**Implementation**
Des Moines is a good example, has a check list for both adopting and implementing a complete streets policy

**Funding:**
- Funding is based more on drafting and marketing to the communities
- Implementation of complete street projects comes with reconstruction or new construction and is part of the project cost.

**Action Plan for 2018**

**Recommendations Moving Forward:**
1. MAPA to finalize “Why” language based on the research (see similarities above)
   a. Resources and data to support the priorities or goals should be included with this item
2. MAPA to develop a “Resource Library” that includes a local complete streets sample policy and adoption process
3. Sub-committee to review and give feedback on drafted materials