

# 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