COMPLETE STREETS POLICY AND IMPLEMENTATION GUIDANCE UPDATE

November 6, 2025



Why Complete Streets?

Sect. 11206 of the IIJA requires states and MPOs to fund the development of Complete Streets policies and Complete Streets prioritization plans.

The IIJA requires each MPO to use at least 2.5% of its Metropolitan Planning (PL) Funds in support of Complete Streets Planning Activities. (§ 11206(b))



Defining Complete Streets

"Complete Streets Standards or Policies" means standards or policies that "ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles." (§ 11206(a))



Complete Streets Background

Complete Streets Policy and Implementation Guidance (2020)

- Looked to establish a Complete Streets policy, vision, and goals.
- Identified steps for implementing a Complete Street policy.

Non-Motorized Facility Gap Analysis & Complete Streets Implementation (2022)

- Developed a detailed project evaluation checklist.
- Identified specific performance measures.
- Identified actionable strategies for integrating and implementing Complete Streets.
- Identified and prioritized existing sidewalk and bicycle facility gaps along the major road network.



Complete Streets Update

- Engage MPO Stakeholders.
- Revisit the previously completed Plans.
 - Evaluate and Report on Performance Measures, e.g., completed/planning projects, pedestrian and bicycle crash data, etc.
 - Revisit the Complete Streets project evaluation checklist.
 - Review preliminary Context Classification.
 - Revisit the non-motorized facility gaps.
- Review and evaluate the integration of Complete Streets principles into MPO Planning Activities.
- Identify future Complete Streets Planning Activities.*



Source: Crystal River Main Street

Timeline and Next Steps





Source: welovehul ord

