

Federal Highway Administration

National Complete Streets Assessment

The majority of states, and hundreds of local jurisdictions, have adopted Complete Streets Policies. A Complete Street is safe and accessible for all users. The Federal Highway Administration (FHWA) is supportive of transportation agencies in planning, implementing, and evaluating equitable streets and networks that prioritize safety, comfort, and connectivity to destinations for all who use the street network.

Dozens of United States Departments of Transportation (DOTs) have individually developed, implemented, and matured their own Complete Streets principles and programs based on best practices and local initiatives. Furthermore, states have matured their Complete Streets practices through related initiatives including context sensitive solutions, practical design, community connections, sustainable transportation planning principles, and the development of their multimodal networks.

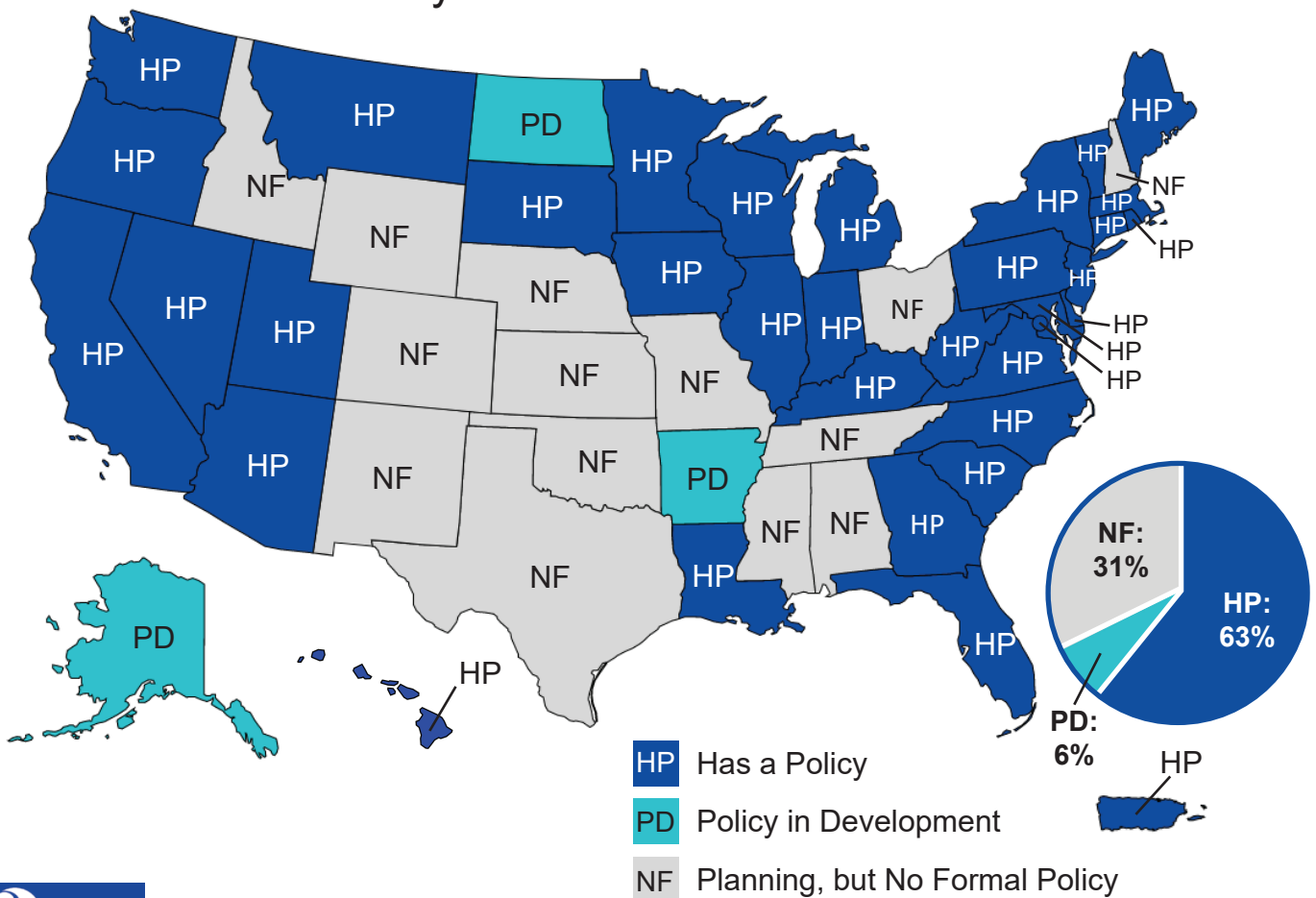
In support of these efforts, FHWA has launched numerous initiatives to support Complete Streets and assist DOTs in the evolution of their respective Complete Streets programs. One initiative included a sweeping data collection exercise in the form of a comprehensive survey of fifty-two United States DOTs, as well as multiple interviews, research, and input from a Technical Review Panel comprised of representatives from agencies, professionals, and advocacy organizations.

FHWA conducted the 2023 National Complete Streets Assessment (NCSA) with support from all fifty state DOTs as well as Washington, D.C. and Puerto Rico. The purpose of this assessment was to establish a national baseline related to Complete Streets, active transportation, and similar efforts. This At-a-Glance Report provides high level findings from this National Assessment.

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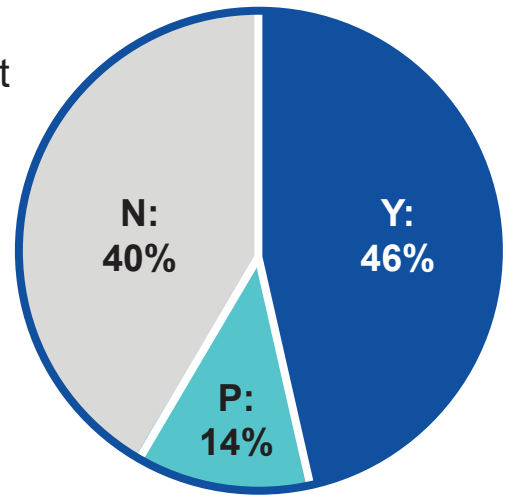
Trends and Notable Practices from Departments of Transportation (DOTs), Including Each of the 50 States, Washington, D.C., and Puerto Rico

Presence of a Complete Streets or Equivalent Policy Across the United States



Does your DOT conduct regular assessments of safety and access needs for all users as part of your Complete Streets implementation?

- Y** Yes, conducts procedural assessments
- P** Procedural assessments are in development
- N** No, does not conduct procedural assessments



Notable practices:

Minnesota: looks at equity-based latent demand factors and systemic crash risk factors to support its safety studies and multimodal planning.

Nevada: holds Context Sensitive Design Meetings in line with their policy to examine the roadway environment early in the design process.

Does your DOT contribute to regional and local planning efforts that address Complete Streets, active transportation, or similar topics?

54%

Yes, actively engaged with local or regional government projects

21%

Yes, actively engaged with facilities managed by the DOT

19%

Yes, minimally engaged

6%

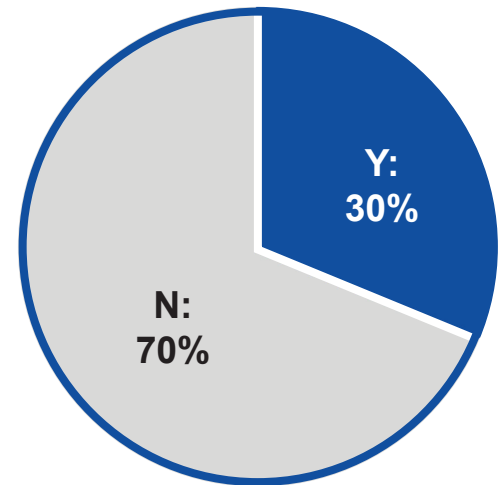
No, not usually participating

Notable practice:

Washington State: screens projects for Complete Streets applicability if they have a budget of \$500,000 or more. Plans are subject to Complete Streets requirements if they fall in incorporated city boundaries or population centers with active transportation gaps. The DOT is also funding a project on sidewalk data standards in correlation with their ADA Transition Plan, including an ADA self-assessment.

Does your DOT have Complete Streets performance measures?

- Y** Yes, has performance measures
- N** No, does not have performance measures



71% of DOTs use funds other than safety or active transportation sources for Complete Streets projects or elements

Community Connectivity Grant Program (**CCGP**), Congestion Mitigation and Air Quality Improvement Program (**CMAQ**), Carbon Reduction Program (**CRP**), Highway Safety Improvement Program (**HSIP**), Multimodal Transportation Fund (**MTF**), Multi-Year Programs (**MYP**), National Highway Performance Program (**NHPP**), State Highway Operation & Protection Program (**SHOPP**), Safe Routes to School (**SRTS**), Surface Transportation Block Grant (**STBG**), Transportation Alternatives Program (**TAP**)

Only 9% of DOTs measure success in mode neutral ways (by measuring people movements rather than vehicle movements)



Notable practice:

Illinois: measures mode neutral movements with a travel-demand modeling and population forecasting software.

Notable practices:

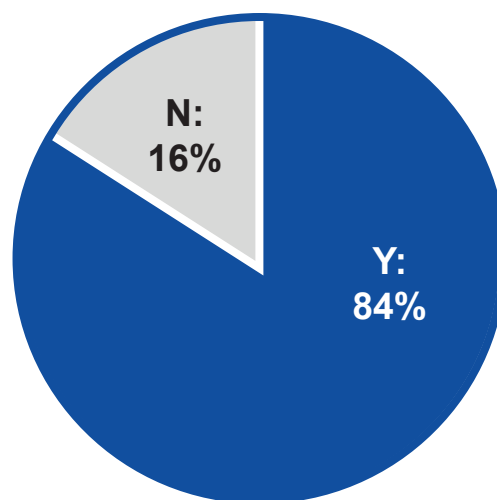
Hawaii: collaborated with high school students in a Native Hawaiian community to receive feedback and suggestions regarding its Complete Streets projects. This was in correspondence with public engagement efforts, specifically with underserved communities.

Vermont: has a grant program available to municipalities for bicycle and pedestrian improvements. It is not an adopted Complete Streets program, but it does improve conditions for walking and bicycling.

Has your DOT had engagements or projects focused on Complete Streets in rural communities and small towns?

Y Yes, has incorporated Complete Streets

N No, has not incorporated Complete Streets



31%

of DOTs have programmatic changes underway to require **Complete Streets as the default approach for project scoping**

Notable practice:

Puerto Rico: was restructured to better incorporate Complete Streets concepts in their new and redevelopment design process.

Utah: is institutionalizing an Active Transportation tool (“AT-FIT”) to better scope transit accessibility within its projects.

63% of DOTs in the United States have either a Complete Streets or equivalent policy, though the age, quality, and scope vary

Almost all states today report using a Complete Streets approach in their practice. However, the age of the policy, the breadth of its application, and the extent to which it is part of their standard procedures varies greatly. Most states report wanting guidance on ways to design for, or measure the performance of, the transportation system on different users of the system. While FHWA has encouraged the adoption of Complete Streets as the default approach to roadway planning and design, there is a need to provide additional guidance and tools to fully implement this intent. FHWA is assessing transferable lessons from each DOT and is assessing what materials can be shared and what new resources need to be generated.

Although many states may have adopted Complete Streets policies, the level of implementation varies so widely that a transportation planner or engineer from one state would struggle to work in many others on Complete Streets projects. Whether or not they had a policy, only twenty states reported having an implementation program for Complete Streets, of which just eight states claimed it as an effective program. This is in contrast to the six states who report that they simply do not or even cannot implement their Complete Streets policy. FHWA is committed to celebrating the innovative policy implementation and the development of unique tools that have occurred at various DOTs. FHWA is also committed to aiding those who can make greater progress in the adoption, implementation, and performance monitoring of Complete Streets.



National Complete Streets Baseline Assessment completed in 2023, with support from AECOM and the National Complete Streets Coalition.