METROPOLITAN COUNCIL

Complete Streets Local Implementation Guide

Project Overview

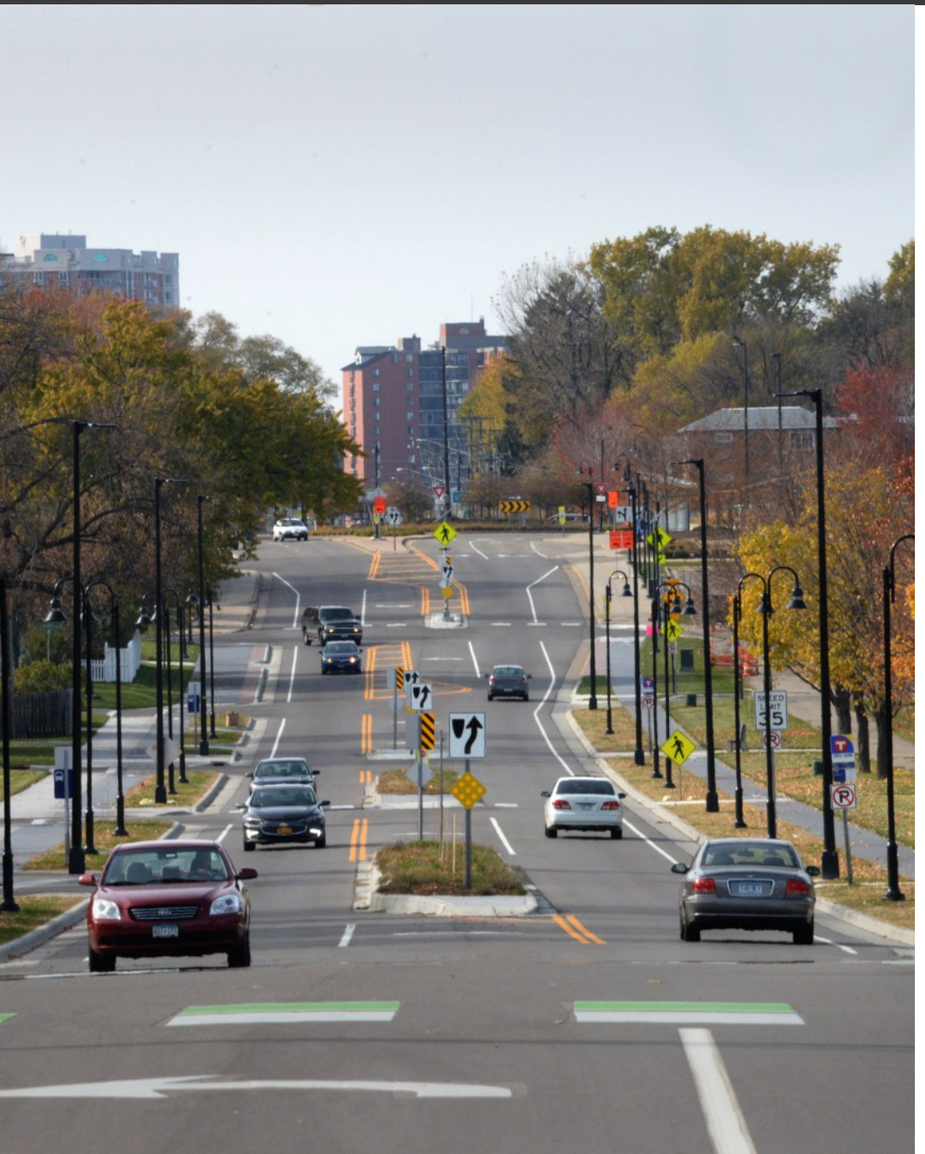
February 2026

metrocouncil.org

Agenda

1. Background and purpose
2. Scope of work
3. Engagement
4. Timeline and budget
5. Next steps and discussion

Background and Purpose



Met Council is developing a guide to assist local governments implementing Complete Streets concepts.

This project will:

- Assign a street type to most functionally classified roads
- Provide context-sensitive, multimodal design guidance
- Provide implementation guidance, tools, and incentives
- Engage to meet local government needs

Basis in the Transportation Policy Plan

Policy 23: Implement a Complete Streets approach in policy, planning, operations, and maintenance of roads.

Action 23D: Create a regional Complete Streets typology that is sensitive to land use context and supplements functional classification. Provide local assistance and workshops to aid in the implementation of Complete Streets policies and processes.

This project supports several other actions.

Infrastructure Investment and Jobs Act Policy Changes

The Infrastructure Investment and Jobs Act (IIJA) provides increased design flexibility in federal-aid roadway projects.

This project will provide partners with guidance on using this flexibility, particularly adapting roadway design to different land use contexts or as a tool to guide desired land uses.

This project will build upon existing guidance like the Federal Highway Administration's Complete Streets Transformations scenarios and the Minnesota Department of Transportation's Complete Streets Handbook.

New Regional Solicitation Criteria

Beginning in 2026, the Regional Solicitation and Active Transportation Solicitation will have scoring criteria related to Complete Streets that are worth 5-40% of the points in various categories.

This study will propose **refinements to the measures** and scoring guidance. 2026 measure is focused on safety and connectivity for people walking, biking, rolling and taking transit.

Active Transportation Funding Complete Streets Requirement

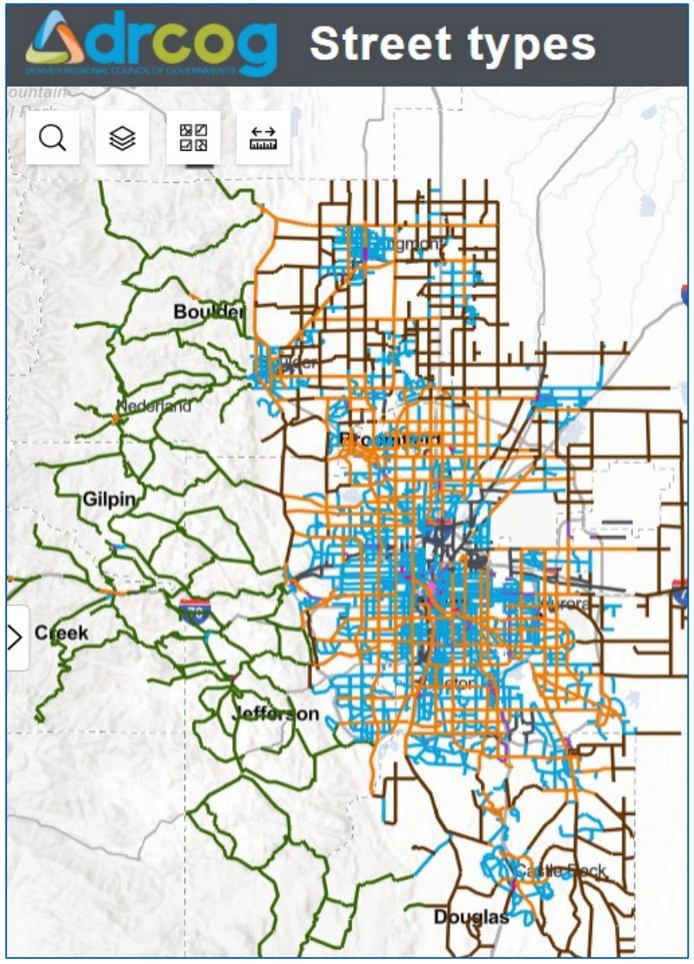
A portion of the Regional Transportation Sales and Use Tax approved by the legislature in 2023 is dedicated to active transportation projects.

State law requires that selected projects be identified in a local or regional non-motorized transportation plan to be eligible for selection **and that project selection must consider a community's local complete streets policies or practices**.

Consultant Scope of Work Overview:

Street Types and Guidance

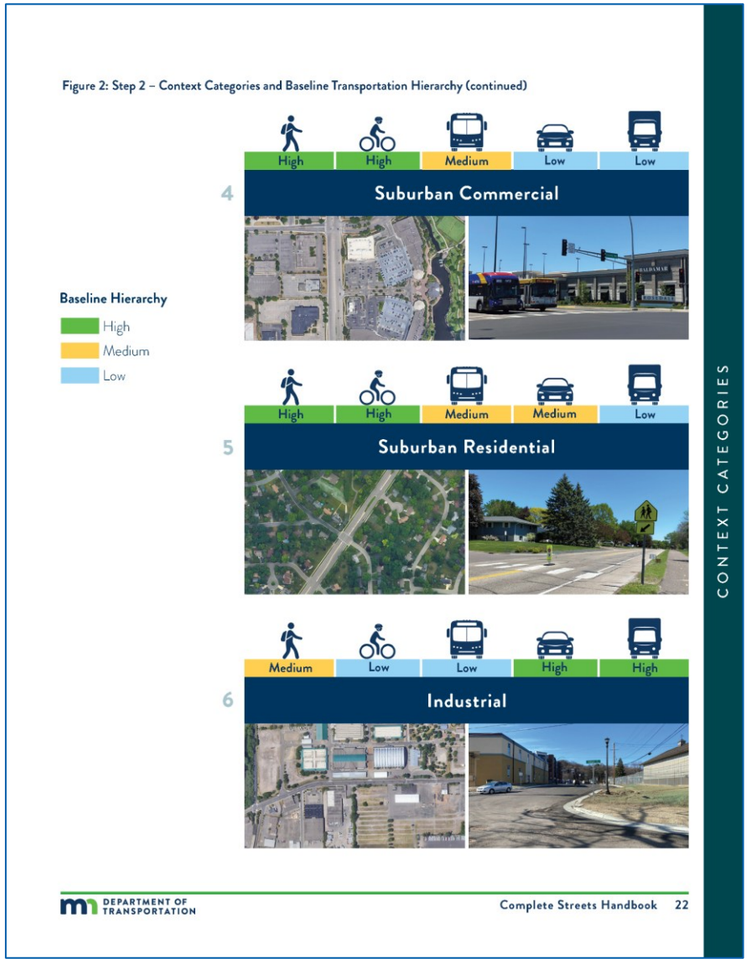
- Create a **street typology** that melds land use designations and functional class
- Provide design guidance by type for all **non-freeway principal arterials, minor arterials, and collectors** in our region
- Provide **special topic design guidance** (topics subject to change):
  - Walking, biking, and rolling facilities
  - Deliveries and right-of-way obstructions
  - Mobility hubs
  - Parking supply and pricing
  - Shade cover
  - Snow removal and storage
  - Stormwater management
  - Transit stops



Consultant Scope of Work Overview:

Review and Recommendations

- Apply insights from peer review and existing guidance
  - Build on existing resources like MnDOT Complete Streets Handbook, various design guides
- Recommend actions for **Regional Solicitation** and **Active Transportation Solicitation**
  - How should this influence Regional Solicitation?
  - With one application cycle complete, how can new Complete Streets criteria be improved?



Consultant Scope of Work Overview:

Engagement

Structure

- Technical advisory group of city, county, and other agency partners
- Public works, community development, and parks are key participants
- Budgeted street type and special topic focus groups as needed
- Additional engagement through another contract if needed

Street type focus groups

- Currently identifying additional budget resources to include additional focus groups
- Area-specific workshops throughout the region during development and application of street types
- Leaning on existing county relationships with city governments could bring more varied city perspectives into the project

Project Deliverables

- Street types dataset, including initial change request process
- A guidebook document that includes:
  - Methodology for periodic updates and evaluating manual changes
  - Illustrative design guidance for each street type, and references to more detailed guides
  - Summaries of best practices on selected special topics
  - Summary of project engagement
- A document of recommended actions to address Complete Streets in project selection and prioritization
- Additional options reasonable within budget

DRCOG Example:

Street Type Storymap

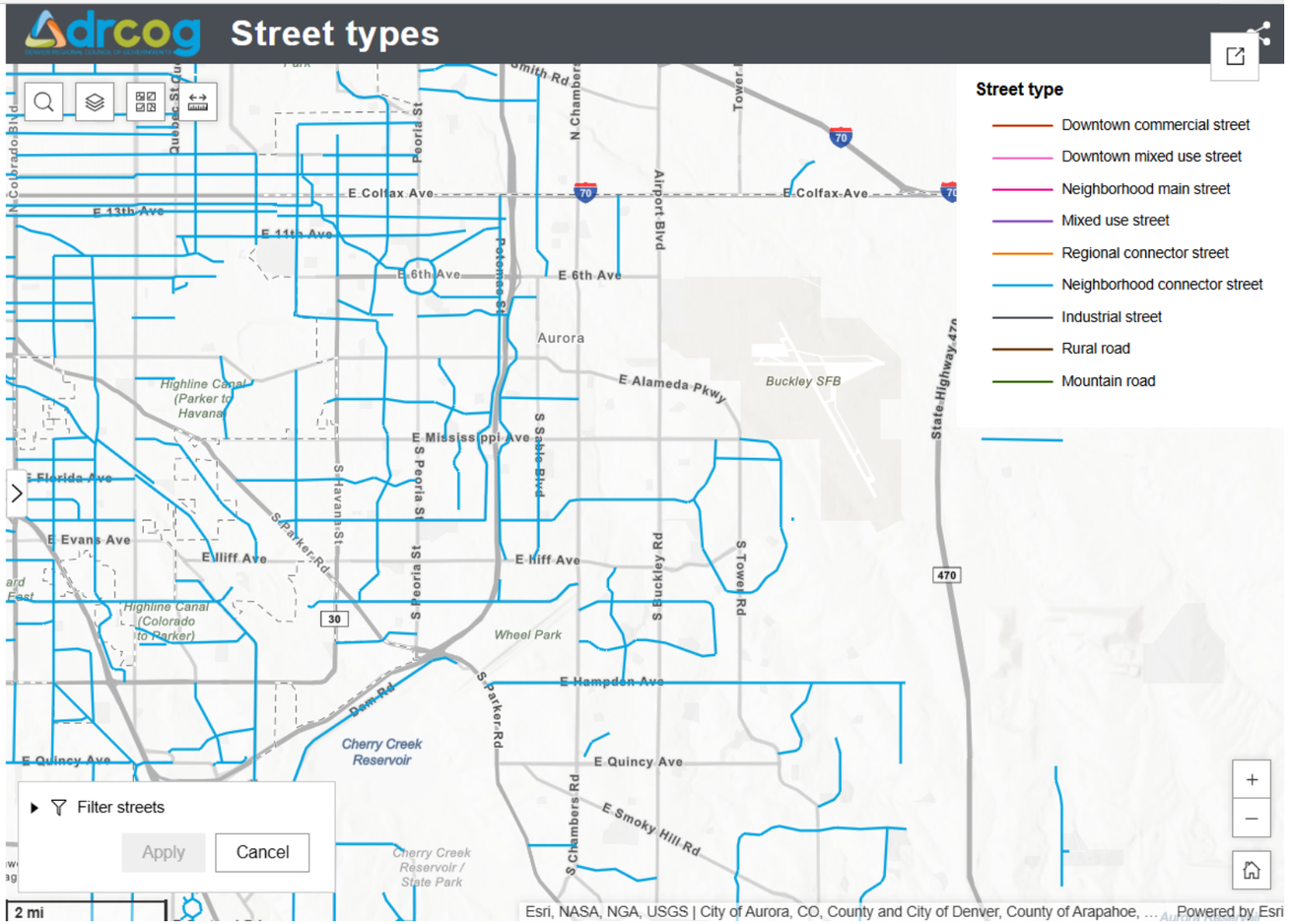
drcog Complete Streets for the Denver region

Introducing the toolkit | Developing street typologies | Assigning street types | Defining street types | Designing complete streets | Refining street types | Prioritizing Complete Streets | Imp →

Neighborhood connector street

Neighborhood connector streets support residential areas, schools, parks and small retailers. They connect local streets to higher-intensity street types such as regional connector streets.

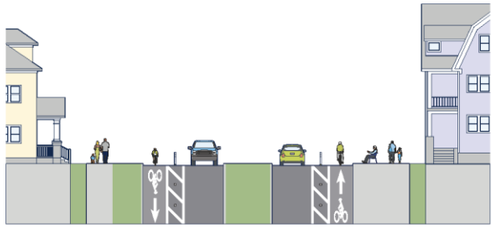
Modal priority

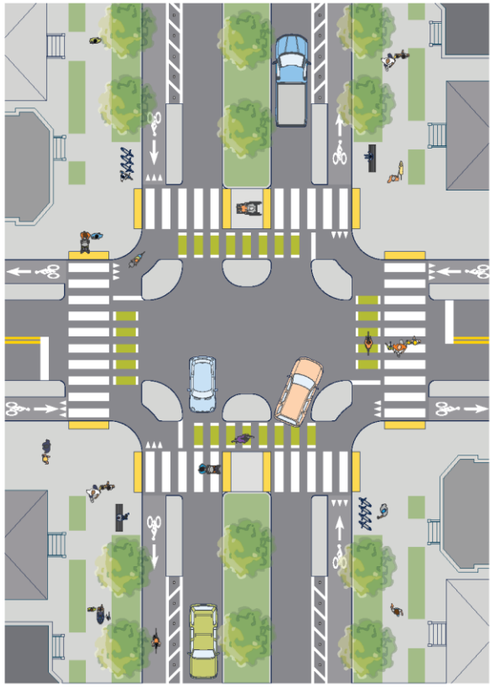


DRCOG Example:
Neighborhood Connector Street Type

Neighborhood Connector Street

Neighborhood Connector Streets support residential areas, schools, parks and small retail nodes. They connect local streets to higher-intensity street types such as Regional Connector Streets.





This illustration is intended to represent one type of street. Practitioners should use the Toolkit and other resources to their judgement based on street and land use context.

Modal priority

Design element compatibility

Pedestrian elements

- H Sidewalks
- H Lighting
- M Street furniture
- M Shade

General roadway elements

- M Traffic calming
- M Access management
- H Travel lanes
- M Medians
- – Pavement types

Bicycle/micromobility elements

- M Bicycle facilities
- L Bicycle/micromobility parking

Transit elements

- – Transit lanes
- M Transit stops
- M Transit signal priority
- L Mobility hubs

Intersection and crossing elements

- M Crosswalks
- H Curb ramps
- M Signalization
- M Bikeways at intersections
- M Curb extensions
- – Corner Radii
- M Hardened centerlines
- – Raised crossings
- M Median refuges
- – Driveways

Curbside elements

- L Loading
- L Placemaking
- L Wayfinding
- L Parking

Landscaping and irrigation elements

- M Street trees
- M Green infrastructure

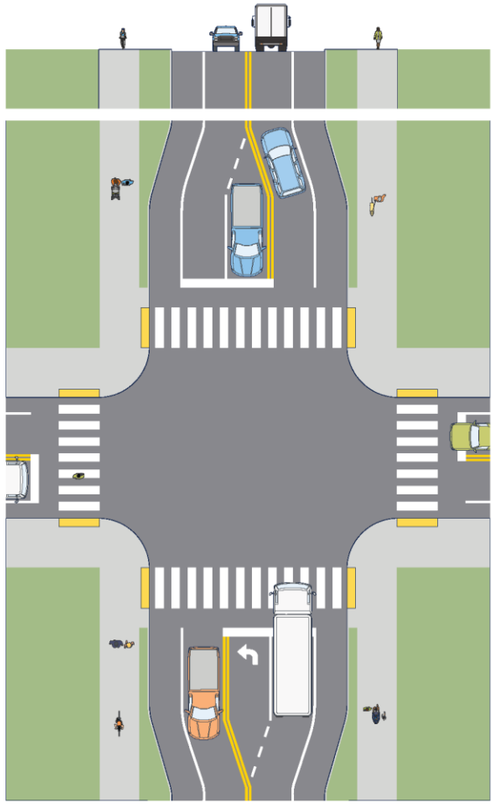
KEY: H High M Medium L Low – N/A

Regional Street Typology

DRCOG Example:
Rural Road Type

Rural Road

Rural Roads are generally located in less-developed areas and are characterized by large setbacks, frontage roads, adjacent open space and infrequent intersections. Road features may vary depending on local context.



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Modal priority

Design element compatibility

Pedestrian elements	
L Sidewalks	– Street furniture
L Lighting	– Shade
General roadway elements	
L Traffic calming	L Medians
L Access management	– Pavement types
H Travel lanes	
Bicycle/micromobility elements	
M Bicycle facilities	– Bicycle/mobility parking
Transit elements	
– Transit lanes	– Transit signal priority
L Transit stops	– Mobility hubs
Intersection and crossing elements	
L Crosswalks	– Corner Radii
M Curb ramps	– Hardened centerlines
L Signalization	– Raised crossings
L Bikeways at intersections	L Median refuges
– Curb extensions	– Driveways
Curbside elements	
– Loading	L Wayfinding
– Placemaking	– Parking
Landscaping and irrigation elements	
– Street trees	– Green infrastructure

KEY: H High M Medium L Low – N/A

DRCOG Example:
Special-Use Street Type

Special-Use Street

Special-Use Streets are distinct streets that play a variety of roles, either short-term or long-term, with the purpose of providing space for special events or to be designed as a destination. They can be located in a variety of land use contexts; however, it is beneficial to designate Special-Use in dense areas with high walking and bicycling volumes. Some special-use streets allow any vehicle traffic, while others restrict traffic to emergency responders, transit, or deliveries only. Either type of design should incorporate robust traffic calming to indicate to drivers they are entering a special street environment where non-motorized users have the highest priority.

This illustration is intended to represent one type of street. Practitioners should use the Toolkit and other resources to their judgement based on street and land use context.

Modal priority

Design element compatibility

Pedestrian elements

- H Sidewalks
- H Lighting
- H Street furniture
- H Shade

General roadway elements

- H Traffic calming
- H Access management
- L Travel lanes
- – Medians
- – Pavement types

Bicycle/micromobility elements

- M Bicycle facilities
- H Bicycle/micromobility parking

Transit elements

- – Transit lanes
- L Transit stops
- L Transit signal priority
- H Mobility hubs

Intersection and crossing elements

- H Crosswalks
- H Curb ramps
- L Signalization
- L Bikeways at intersections
- H Curb extensions
- – Corner Radii
- – Hardened centerlines
- H Raised crossing
- – Median refuges
- – Driveways

Curbside elements

- L Loading
- H Placemaking
- H Wayfinding
- L Parking

Landscaping and irrigation elements

- H Street trees
- H Green infrastructure

KEY: H High M Medium L Low – N/A

Regional Street Typology

DRCOG Example:
Model Policies

Policy components

The table below, adapted from Smart Growth America's *The Elements of a Complete Streets Policy*, lists 10 policy components that reflect over a decade of reviewing Complete Streets policies and tracking post-adoption successes in communities of all sizes. The list is intended to help local governments in the Denver region develop policies that are implementable and balance the needs of all users.

No.	Component	Description
1	Vision and intent	Complete Streets policies should include a statement about the community's vision for Complete Streets and the intent of the policy to help them achieve that vision. The vision and intent should be clear and immediately understandable by a broad audience.
2	Inclusivity of all people	Complete Streets benefit all users equitably, particularly vulnerable users and the most underinvested and underserved communities. Complete Streets policies should be inclusive of all people, regardless of age, race, gender, background, ability, mode or any other characteristic.
3	Integration into project development	Complete Streets policies should apply to projects of all types and to all phases of project development. All project types include but are not limited to new capital projects, reconstruction or retrofit projects, and private development projects. All project development phases include planning, design, funding, construction, operation, and maintenance.
4	Process for exceptions	Good Complete Streets policies describe a clear process for exceptions to the policy. They specify the circumstances in which exceptions can be made and clearly define a procedure that may require high-level approval and public notice to grant exceptions.
5	Jurisdictional influence	Denver region communities can influence the design of streets outside of their jurisdiction by partnering and collaborating with other local governments, DRCOG, the Colorado Department of Transportation, RTD, private developers, and others.
6	Design guidance	To support the design of Complete Streets as required by a Complete Streets policy, the policy should require the use of specific design guidance and standards that support Complete Streets. If local guidance doesn't exist, the policy can include the adoption of national guidance and standards such as those published by NACTO, FHWA, and AASHTO.
7	Land use and context sensitivity	Good Complete Streets are designed to be context-sensitive and complementary of adjacent land uses. While the Regional Street Typology, modal priority framework, and design compatibility matrix seek to consider the function of streets for both transportation and placemaking, local Complete Streets policies should further support the relationship between transportation and land use considering existing and expected land use and transportation needs.
8	Performance measures	Complete Streets policies should outline specific, measurable, and equitable metrics to measure the success of individual street projects as well as the progress a community is making toward implementing a Complete Streets network. A Complete Streets policy can also prescribe the frequency for evaluating performance.
9	Project selection criteria	The scoring, ranking, and selection of projects for funding should be tied to community goals and values, and project selection criteria should ideally be supported by performance measures. These project selection criteria should outline how local governments prioritize projects.
10	Implementation steps	The success of Complete Streets policies is made apparent through the implementation of Complete Streets. Complete Streets policies should describe critical steps to implementation and assign responsibility to internal and external parties.

Model policy

The following model policy is based on the National Complete Streets Coalition's *The Best Complete Streets Policies of 2018* report and is intended to provide a starting point for DRCOG local governments seeking to develop their own local Complete Streets policy. The structure of the policy is based on the National Complete Streets Coalition's 10 components for quality and effective Complete Streets policies, described in the previous section. Guidance for modifying the language to reflect the culture and structure of each local government accompanies each section of the policy.

Section 1: vision and intent

This Complete Streets policy directs the [MUNICIPALITY] to design and maintain streets that are safe and accessible for all anticipated users and uses of a street. Complete Streets bring many benefits to the community, including enhanced economic opportunities, public health and safety, quality of life, transportation access, affordability and community character.

Local modifications to section 1

The vision should be customized based on a community's unique priorities, goals and values. Communities are encouraged to write a vision that resonates with residents and implementors while ensuring that it addresses improvements for 'all people' and 'all modes.' A community's vision should also consider existing supporting policies, and possible policy changes.

Section 2: all users and modes

The [MUNICIPALITY] will routinely design, build and maintain public streets for safe use by people of all ages, all abilities and all income levels. This policy outlines a process for decision-makers and implementors to accommodate all anticipated roadway users, including but not limited to pedestrians, bicyclists, motorists, transit vehicles, emergency vehicles and city maintenance and utility vehicles; business-owners [INSERT OTHER USERS AS APPROPRIATE].

Local modifications to section 2

This section should be modified to include all anticipated modes in a community that should be considered during street design. Additions might include paratransit, freight and commercial vehicles, agricultural vehicles, equestrians, or others.

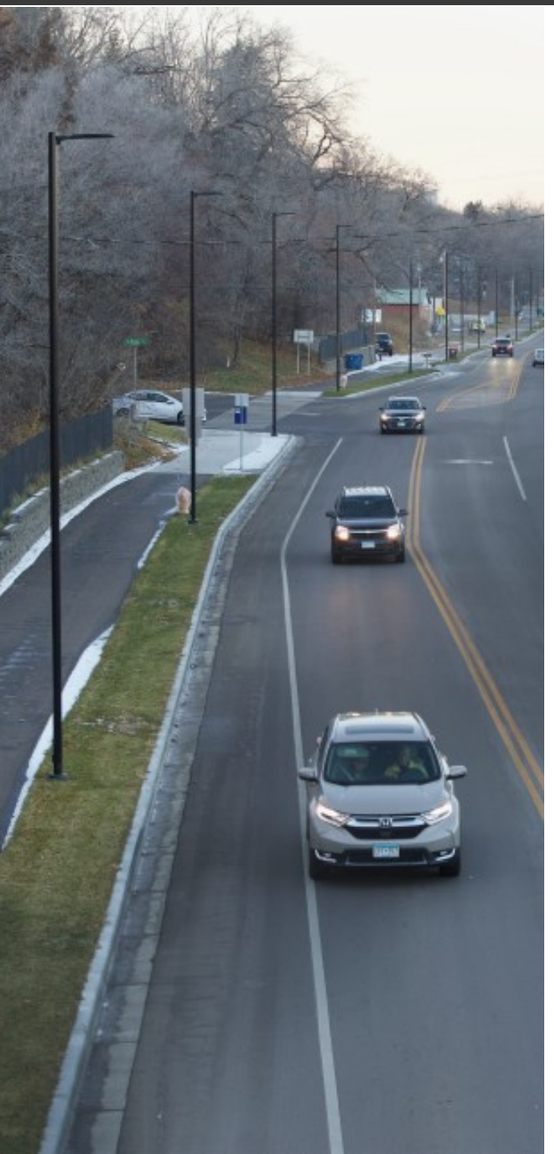
Section 3: all projects and phases

This Complete Streets policy applies to all transportation infrastructure projects including new construction, reconstruction, retrofit, repaving, rehabilitation and any changes in the allocation of pavement space on existing streets.

Local modifications to section 3

This language is strong and clear, and it is recommended that Section 3 not be modified. Instead, modify the exceptions that are included in Section 4 and clearly outline the exception process and responsible decision-makers.

Timeline & Budget



Schedule (subject to change)

- Q1 2026: Finalize scope and release RFP, $350,000+ available
- Q2 2026: Select contractor, award contract, and initiate project
- Q3 2026 - Q4 2027:
  - Convene technical advisory group every 6-8 weeks
  - Develop project deliverables
  - Complete most of project by end of 2027
- 2028 and beyond:
  - Agencies use guide to support Complete Streets implementation
  - Potential adjustments to future Regional and Active Transportation Solicitations selection criteria
  - Trailing tasks

Next steps and discussion

Next steps

- Review scope of work outline and provide feedback on tasks and topics by March 15, 2026
- Expect call for interest to join technical advisory group in Q3 2026

Discussion

- Does this work present conflicts to or benefits for your work?
- Are there specific topics where guidance would be most helpful?
- How should this influence Regional Solicitation?
- Are there example projects in your jurisdiction the region can learn from?

Thank you

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