

Goal 4: Position central Ohio to attract and retain economic opportunity to prosper as a region and compete globally through sustainable practices and solutions

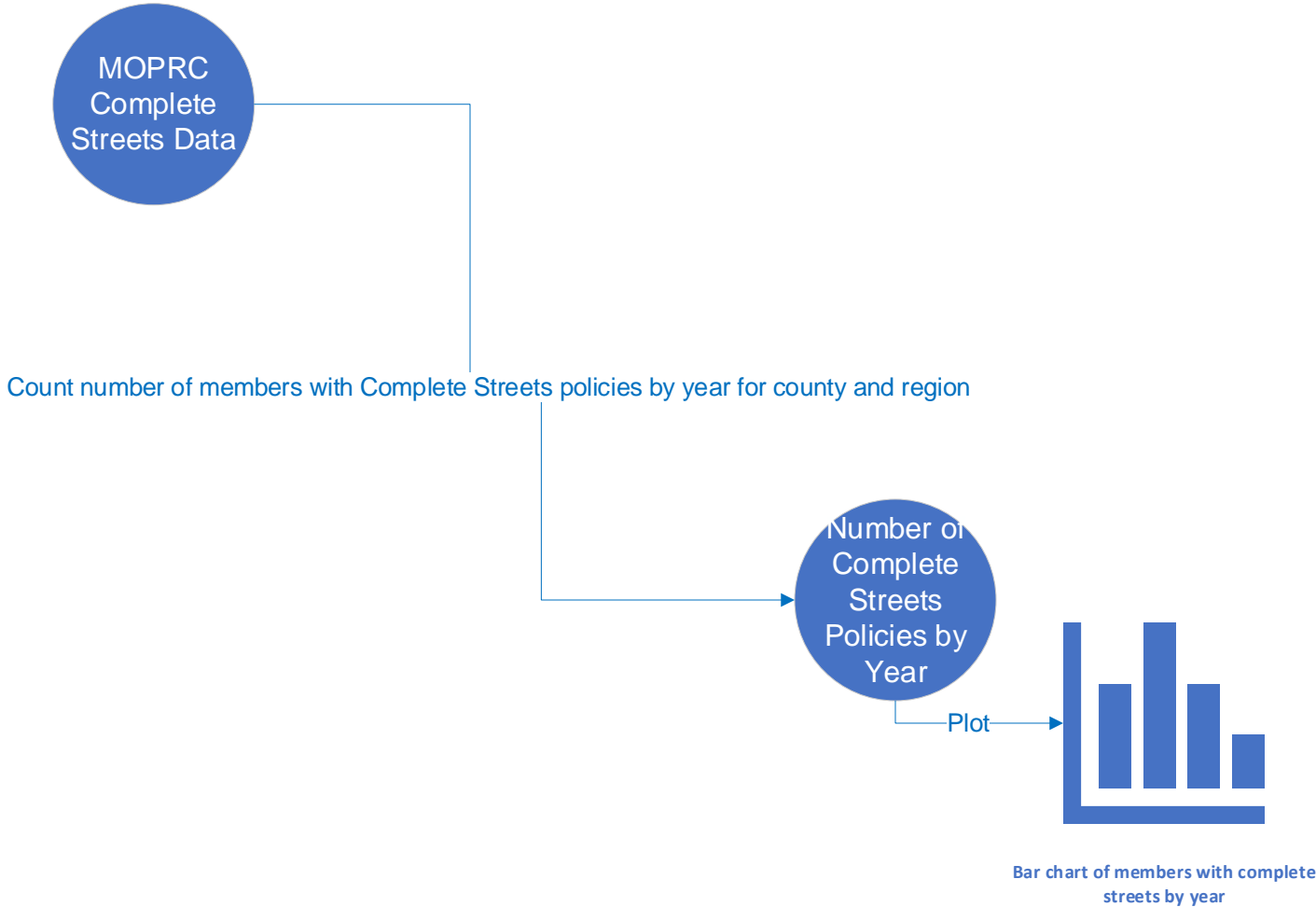
Objective 4.1: Encourage MORPC member communities to adopt complete street policies or policies that contain those elements

Metric: Number MOPRC members with complete street policies or policies with complete street elements
Unit of Measurement: Number MOPRC members with complete street policies or policies with complete street elements

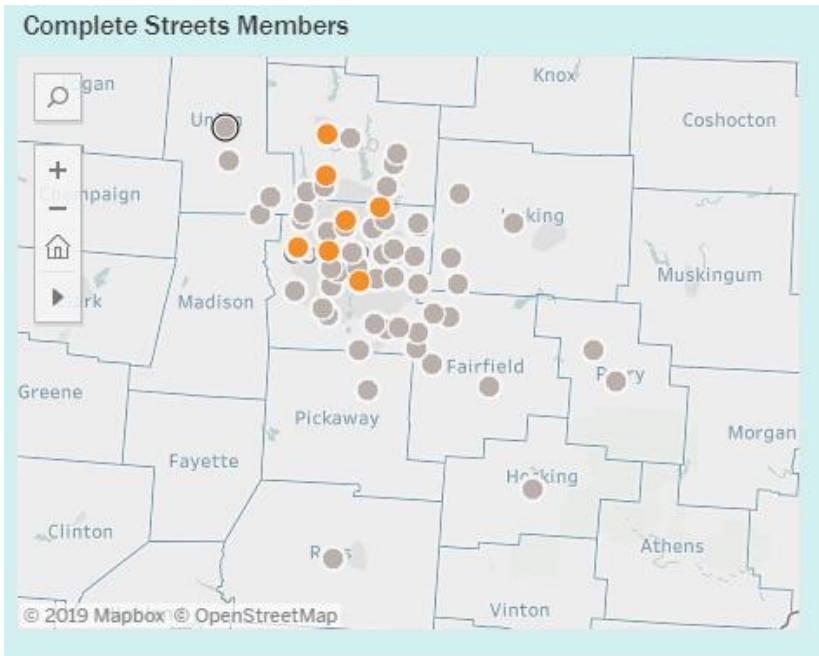
Metric Data Source: MOPRC internal
Sharing Method: Internal Inquiry

Target Value: 45% of MORPC member communities have adopted complete street policies or policies that contain those elements
Baseline Value: No baseline in report card. Reported that in 2018, seven communities (or 9%) of MORPC members adopted Complete Street policies.

Automated Process
Manual Process
Processing Uncertain



Previous Visualization



Suggested Text

Streets are a vital part of livable, attractive communities. In recent decades, most streets were designed with only cars in mind, limiting transportation choices by making walking, bicycling, and public transportation inconvenient, unattractive, and often dangerous. Complete Streets are roadways designed to safely and comfortably accommodate all users, including, but not limited to motorists, cyclists, pedestrians, transit and school bus riders, delivery and service personnel, freight haulers, and emergency responders. “All users” includes people of all ages and abilities.

Building complete streets provides many benefits to residents, business owners, developers, and the community as a whole. First and foremost, embracing the complete streets concept will create balanced transportation systems by providing accessible, safe, and efficient connections between destinations. It will bolster economic growth and stability while increasing property values. It will ensure job growth, reduce crashes through safety improvements, improve public health and fitness, reduce harmful emissions, and reduce the overall demand on our roadways by allowing people to replace motor vehicle trips with active transportation options. Secondly, integrating sidewalks, bike facilities, transit amenities, or safe crossings into the initial design of a project spares the expense and complications of retrofits later.

As Central Ohio grows to be a region of three million by 2050, thinking about the impact of difference scenarios of development is a key strategy to develop into the region we want to be. As of 2019, eight communities adopted complete street policies or policies that contain those elements.

Other Websites:
MORPC Complete Streets: <http://www.morpc.org/tool-resource/complete-streets/>
National Complete Streets Coalition: <https://smartgrowthamerica.org/program/national-complete-streets-coalition/>