NATIONAL ACADEMIES
Sciences
Engineering
Medicine

TRB TRANSPORTATION RESEARCH BOARD

TRB Webinar: Using Snapshots to Advance Transportation Planning

October 24, 2025

1:00 – 2:30 PM

PDH Certification Information

1.5 Professional Development Hours (PDH) – see follow-up email

You must attend the entire webinar.

Questions? Contact Andie Pitchford at TRBwebinar@nas.edu

The Transportation Research Board has met the standards and requirements of the Registered Continuing Education Program. Credit earned on completion of this program will be reported to RCEP at RCEP.net. A certificate of completion will be issued to each participant. As such, it does not include content that may be deemed or construed to be an approval or endorsement by the RCEP.

ENGINEERING
RCEP
REGISTERED CONTINUING EDUCATION PROGRAM

AICP Credit Information

1.5 American Institute of Certified Planners Certification Maintenance Credits

You must attend the entire webinar

Log into the American Planning Association website to claim your credits

Contact AICP, not TRB, with questions

Purpose Statement

This webinar will go through the process of creating concise summaries of current practices across Complete Streets, data sharing, freight delivery, and economic analysis by conducting and synthesizing practitioner surveys.

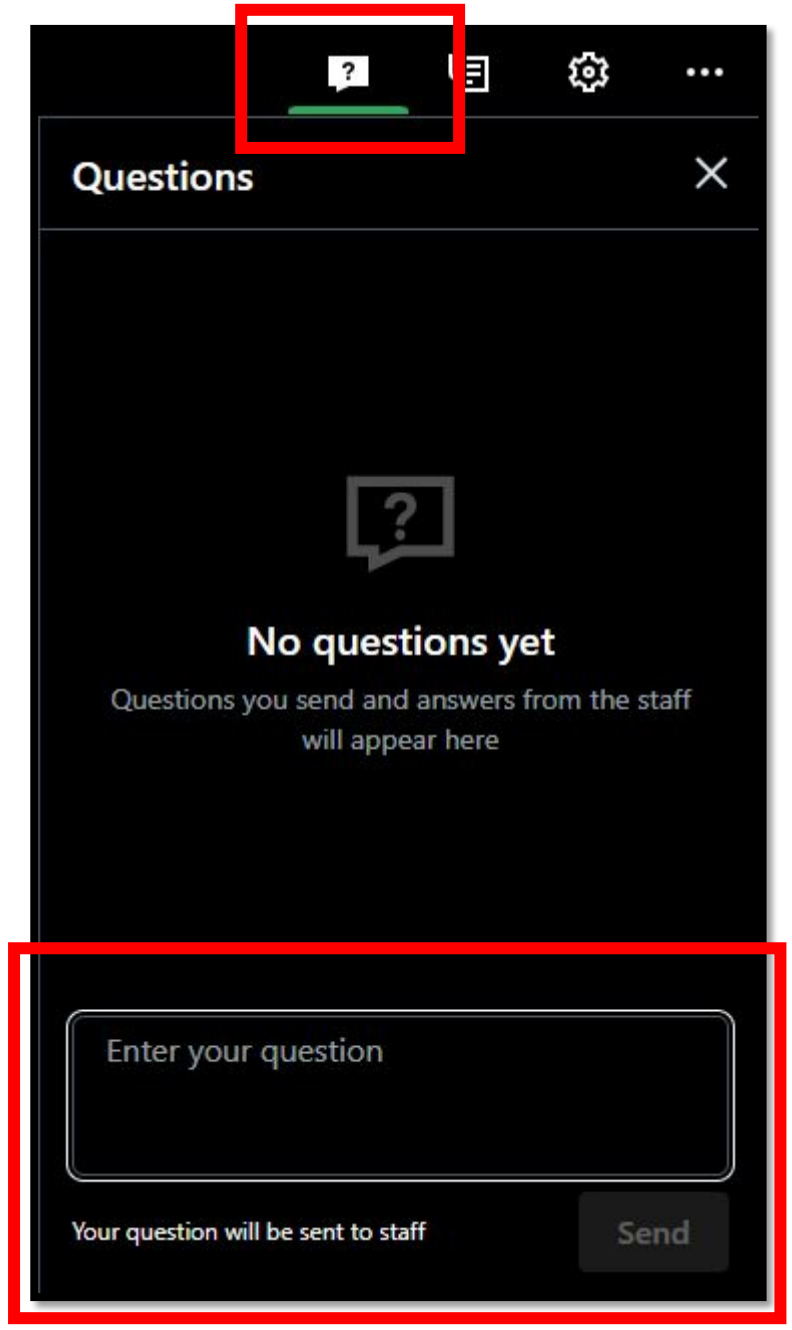
Learning Objectives

At the end of this webinar, you will be able to:

1. Summarize challenges and opportunities for transportation agencies in Complete Streets, data sharing for performance management, and collaboration on local freight delivery
2. Provide resources for agencies at different levels of implementation
3. Develop a snapshot for planning practice

Questions and Answers

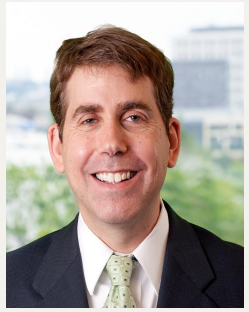
- Please type your questions into your webinar control panel
- We will read your questions out loud, and answer as many as time allows



Today's Presenters

Tanisha Hall
hallt@fairpointeplanning.com
Fairpointe Planning

Rachel Vierstra
rvierstra@camsys.com
Cambridge Systematics



John Kaliski
jkaliski@camsys.com
Cambridge Systematics

Bradley Sharlow
sharlowb@michigan.gov
Michigan Department of Transportation

Snapshots of Planning Practice (NCHRP 08-128)

TRB Webinar

Bradley Sharlow, Michigan DOT

John Kaliski, Cambridge Systematics, Inc.

Rachel Vierstra, Cambridge Systematics, Inc.

Tanisha Hall, Fairpointe Planning

October 24th, 2025

Learning Objectives

- Understand the challenges and opportunities for transportation agencies in Complete Streets, Data Sharing for Performance Management, Economic Analysis to Support Decision Making, and Collaboration on Local Freight Delivery
- Learn how to identify resources for agencies at different levels of implementation
- Learn how to develop a snapshot for planning practice

Panel Members

- **Bradley Sharlow**, Michigan DOT, Chair
- **Elizabeth Alden**, formerly Hillsborough TPO
- **Elise Barrella**, DfX Consulting
- **Keith Killough**, formerly Arizona DOT
- **Veronica Murphy**, New Jersey DOT
- **Alison Stettner**, Florida DOT
- **Kerri Woehler**, Washington State DOT
- **Yongping Zhang**, California State Polytechnic, Pomona
- **Cheng Yan**, FHWA Liaison
- **Kyla Elzinga**, AASHTO Liaison
- **Anthony Avery**, TRB
- **Jennifer Weeks**, TRB

Research Context, NCHRP 8-36(120)

- 10 snapshots produced from 2013 to 2018
- NCHRP in partnership with AASHTO Committee on Planning
- Intended to provide quick status on state DOT activities on emerging topics
- Potential for improvements in content, communication, distribution

Research Objectives

- Produce ***four new Snapshots*** to add to the series of initial Snapshots produced under prior work
- Create ***visual and valuable research-based products*** that provide transportation agencies with a synopsis of who is doing what, why, how, and where on each Snapshot topic
- Establish ***implementable strategies*** and methods to ensure that the Snapshot series remains a visible and valuable product that reaches broad audiences

Research Team

Rachel Vierstra

John Kaliski

Tanisha Hall

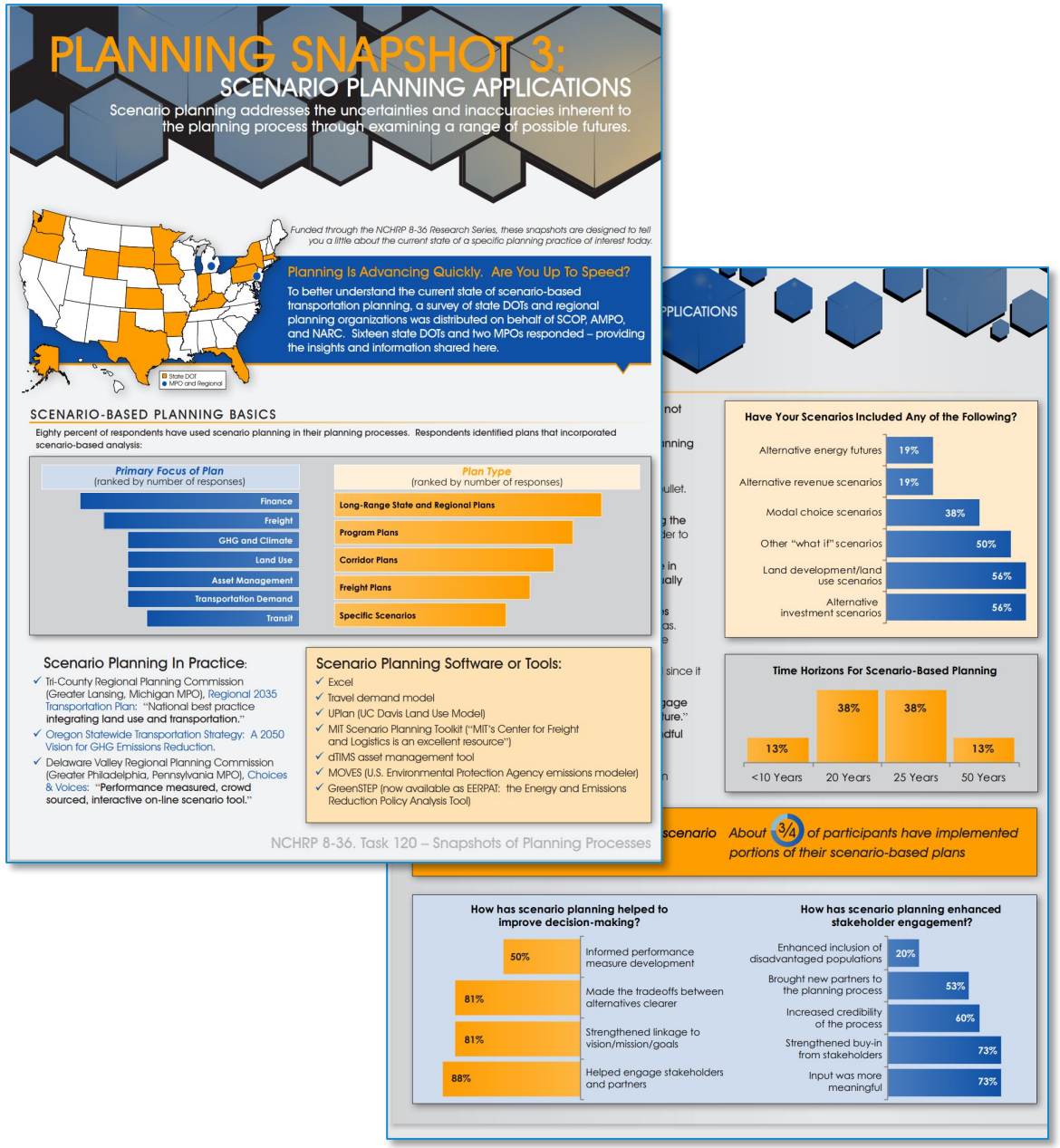
Melanie Baker

Agenda

- Research Process
- Findings and Application
- Snapshot Design
- Implementation, Lessons Learned, Future Applications
- Discussion

Prior Snapshots

- One topic at time
- Information gathered through surveys of state and regional agencies
- Document focused on visualization of survey results
- High-level information on what was happening; not focused on why or who



Concept Tested in NCHRP 08-128

	Prior Process	New Process
Schedule	1 topic at a time	4 topics at once
Research emphasis	DOT and MPO surveys	Literature review, interviews
Content	Visualization of survey results	Noteworthy practices; key tools and resources
Collaboration	Primarily through AASHTO Committee on Planning	More proactive effort with AASHTO, AMPO, NADO, other partners

Snapshot Topics

Complete Streets Implementation

Policies, methods, tools, and processes used by state DOTs and MPOs to accommodate these different modal uses of the roadway and road rights-of-way.

Data Sharing for Performance Management

Strategies, methods, processes, and procedures for identifying and adopting specific planning performance metrics.

Collaboration on Local Freight Delivery

Collaborations between state DOTs, MPOs, local governments, and the private sector freight providers to address the growing demands of goods movement on transportation networks.

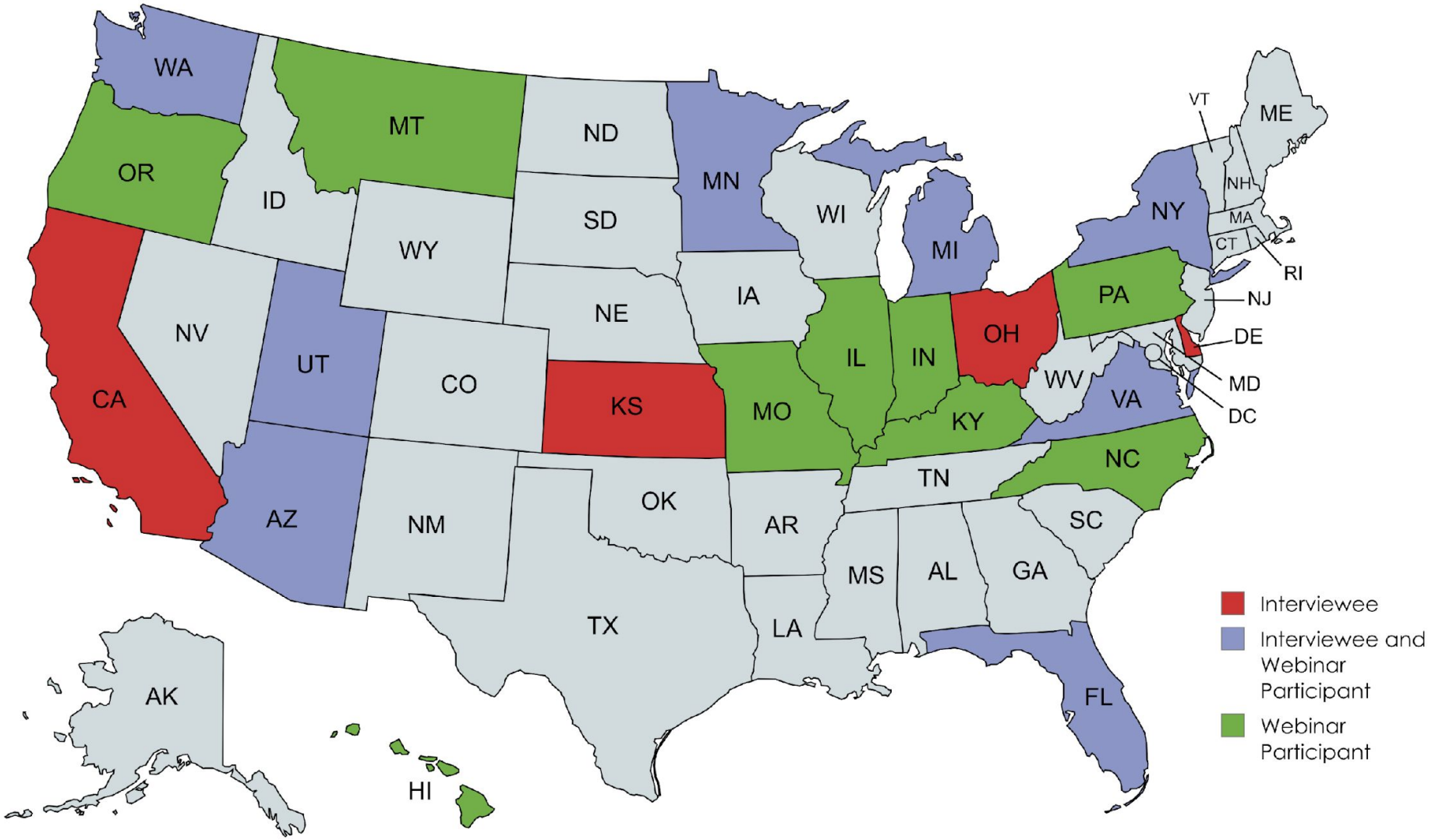
Economic Analysis to Support Decision Making

Best practices in calculating the economic impact of transportation projects in order to evaluate and prioritize transportation projects and investments.

Research Process

Research Process

Engagement Overview



Engagement

Practitioner Interviews	• 17 Interviews • 16 Organizations/Agencies
Focus Groups	• 2 Focus Groups • 24 Attendees • 20 Organizations/Agencies
AASHTO Committee Engagement	• Presentations and discussion: AASHTO Committee on Planning (COP)
Panel	• 1 virtual meeting • 1 in-person Interim meeting

Key Findings from Outreach: Practitioner Preferences

- Simple, visual content with external links
- Help sifting through resources and guidance
- Resources that offer solutions for different types of agencies
  - Case studies “hit or miss” and not necessarily helpful
  - Snapshots should offer “building blocks” or actions along a spectrum

Snapshot Content: Organization

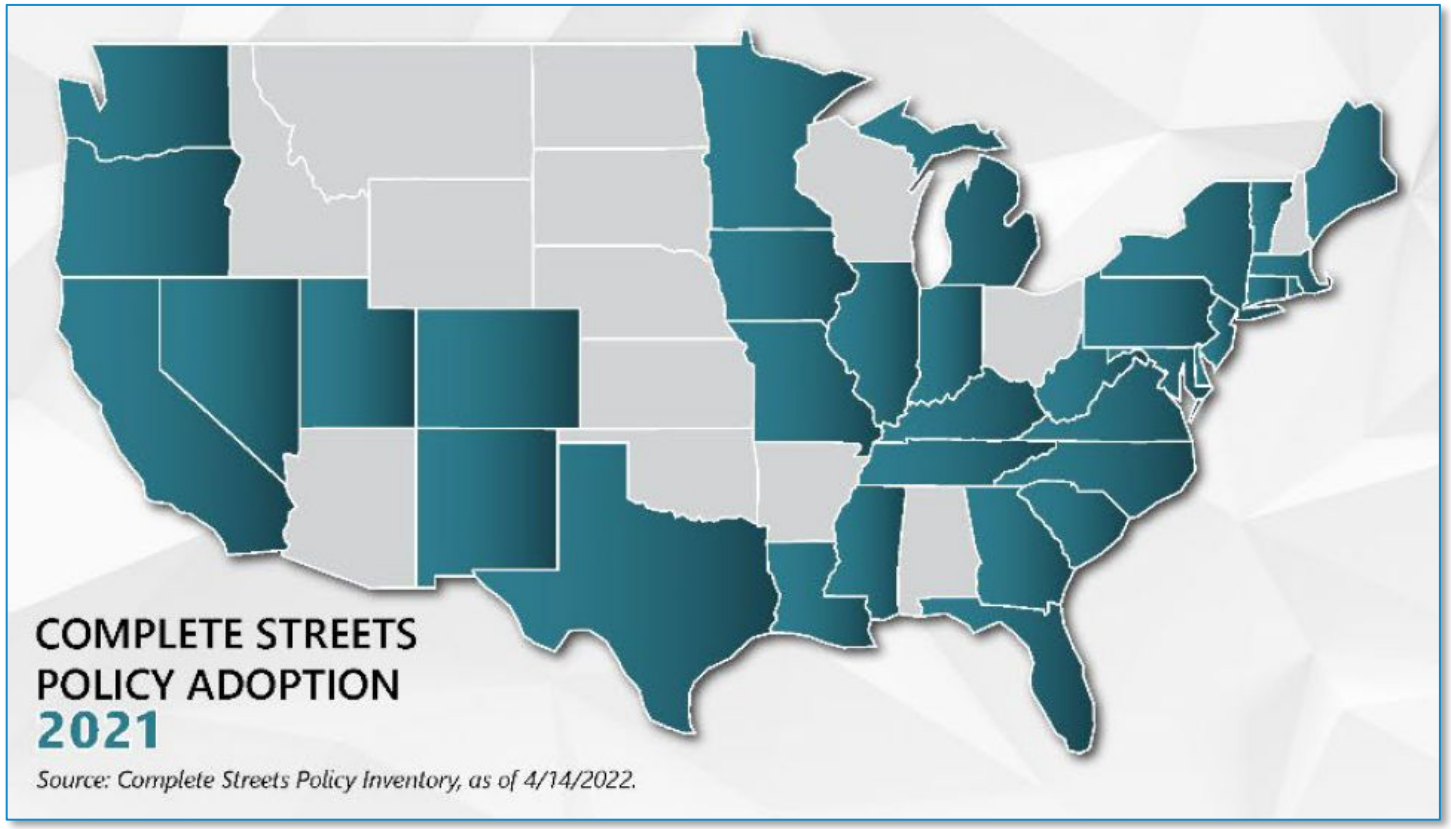
- **Designing, Enhancing, Advancing |** The “spectrum” is divided into three categories:
  - “Designing” – for agencies who are new to the topic area.
  - “Enhancing” – for agencies that are expanding or growing their efforts.
  - “Advancing” – for agencies that are innovating or establishing best practices in a topic area.

- **Categories of Practice |** Key Practices identify what agencies in each spectrum area are doing, divided among three categories:
  - Organization, Workforce, and Partnerships
  - Data and Performance Management
  - Policy and Program Design

Findings and Application

Complete Streets

- 1,533 U.S. jurisdictions had Complete Streets policies in 2021
- The presence of on road bike facilities reduces crash risk by as much as 60%
- Roughly 1 in 6 Americans reported taking a walk or riding a bike in a typical day



Complete Streets: Key Practices

Designing

- **Identifying leaders** within the organization and assessing staff knowledge.
- **Inventorying available data** and creating a GIS layer.
- Establishing a Complete Streets **policy**.

Enhancing

- **Engaging with stakeholders and partner agencies** to maintain Complete Streets infrastructure and policies.
- Establishing **performance measures.**
- **Using pilot** projects to demonstrate roadway designs

Advancing

- **Deepening relationships** with active transportation groups and **institutionalizing** Complete Streets in select projects.
- Creating a **public-facing portal** with metrics and performance measures.
- Creating **technical assistance and educational resources** for Complete Streets implementation.

Complete Streets: Examples

Kansas DOT (D)

- KDOT applies a GIS layer with preferred cyclists routes to project evaluation
- Developed an active transportation planning toolkit for small- and mid-sized communities

Arlington, Virginia (E)

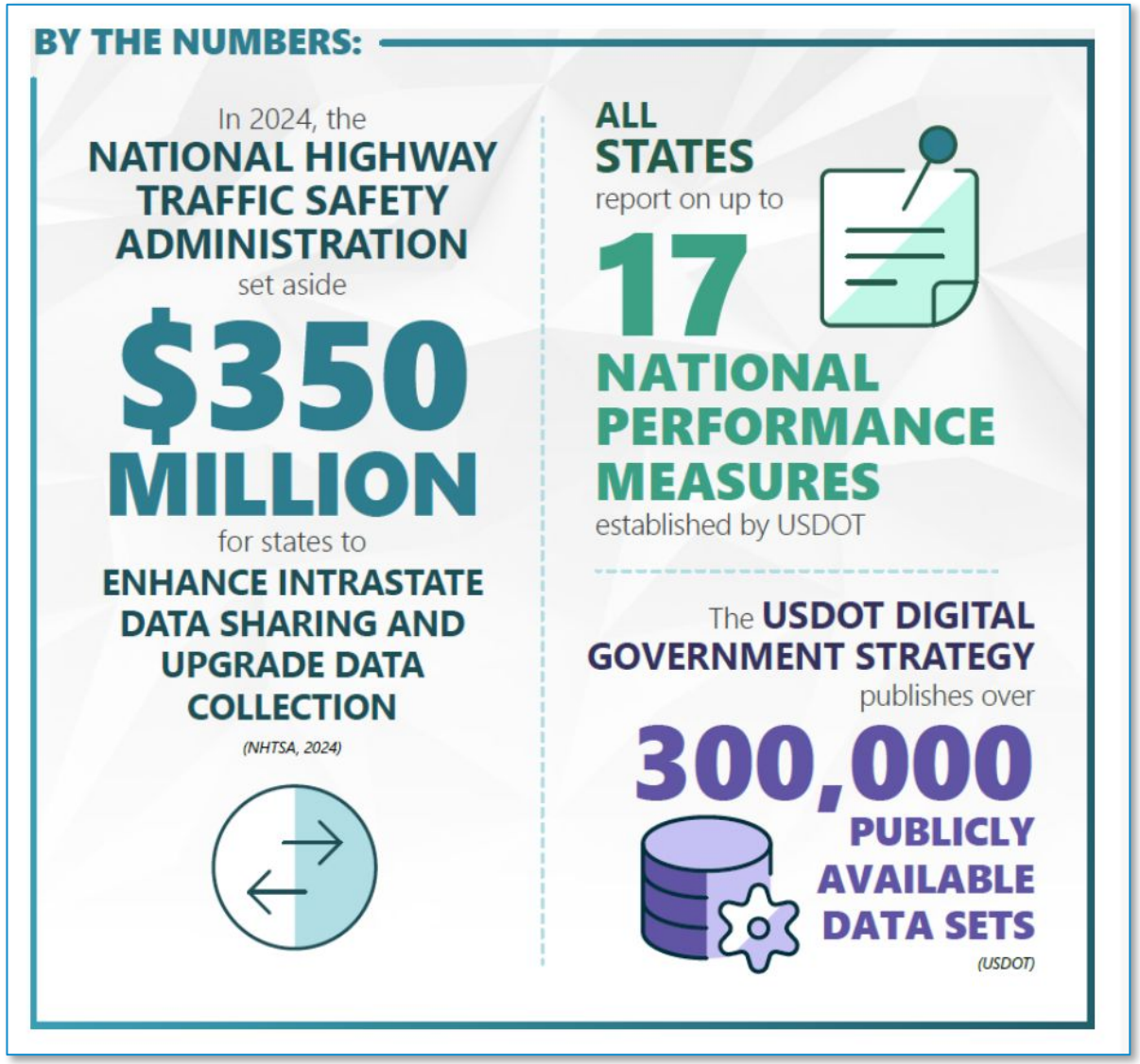
- Neighborhood Complete Streets Program divests small, local project to an advisory board.
- A key practice is to use pilot projects to test new approaches.

MTC (A)

- Policy implementation: Complete Streets checklist, active transportation and priority network
- Active Transportation Network Map, an interactive public-facing map

Data Sharing for Performance Management

- Data sharing is vital for effective performance management
- Promotes greater transparency with the public and agency partners
- Performance indicators can lead to increased efficiency and continuous improvement



Data Sharing for Performance Management: Key Practices

Designing

- **Identifying skilled staff** within the organization and establishing relationships with stakeholders.
- **Inventorying** existing data collection and **creating a process** for future collection and storage.
- **Beginning tool development** (e.g. GIS maps) and **data governance** standards.

Enhancing

- Assigning **dedicated staff** and expanding upon **partnerships** with stakeholders and experts.
- Establishing procedures for **data collection** and **maintenance**, including a data governance standards policy.
- Creating **data sharing agreements** and linking **performance measures** to data.

Advancing

- Maintaining a **dedicated, funded team** responsible for data.
- Implementing continuous **data monitoring** and integrating stakeholder needs.
- **Institutionalizing** data management in transportation projects.
- Displaying **real-time data** to the public.

Data Sharing for Performance Management: Examples

Utah DOT (D)

- UPlan is a hub for GIS data and applications.
- A key accomplishment has been fostering collaboration/building trust among agencies that share data.
- UDOT working to establish and refine data governance standards and establish methods of data analysis.

Michigan DOT (E)

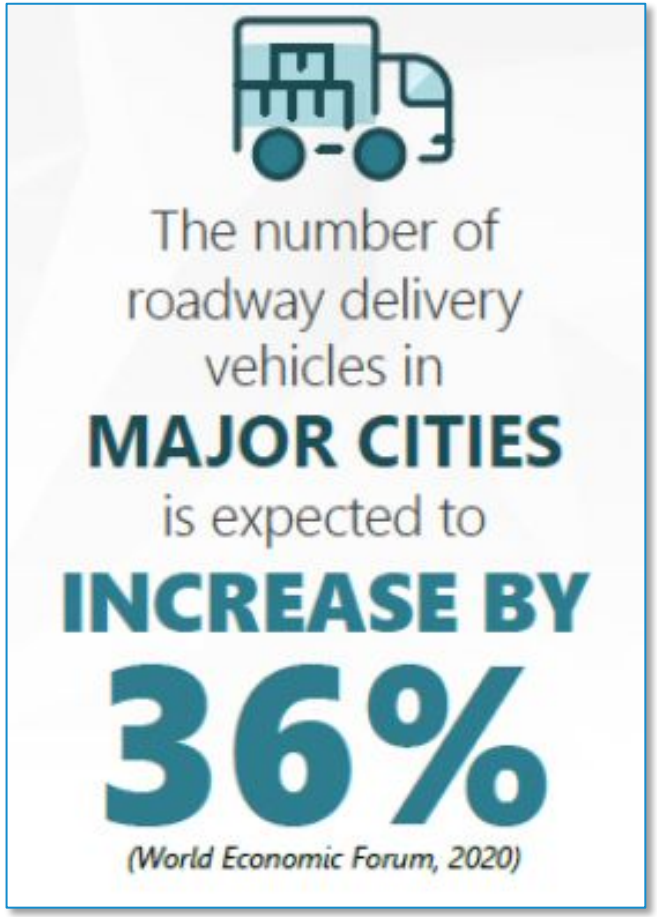
- The Transportation Asset Management Council developed interactive maps and online performance measures Dashboards on road, bridge, culvert, traffic, maintenance, and safety data.
- Collected data from over 600 agencies.

TETC (A)

- Developed the Transportation Data Marketplace to match coalition members with transportation data vendors.
- Provides model data use agreements and quality control.

Collaboration on Local Freight Delivery

- Over the next decade, trucks will move 2.4 billion more tons of freight than they do today
- Collaboration can lead to greater certainty in truck arrival times, reduce delivery times, minimize disruptions during peak hours, and lower delivery costs.



Collaboration on Local Freight Delivery: Key Practices

Designing

- **Identifying a champion** within the organization and establishing stakeholder relationships.
- **Inventorying** available freight data and **identifying gaps**.
- Establishing a **policy framework** for local freight delivery planning.
- Exploring the feasibility of **pilot projects**.

Enhancing

- **Institutionalizing relationships** through advisory groups or committees.
- Establishing **mechanisms for coordination** with Complete Streets staff.
- **Formalizing a process** for collecting and visualizing local freight delivery data.
- Monitoring the **performance of pilot programs** and building on policy frameworks.

Advancing

- **Institutionalizing a holistic approach** to local freight delivery management, including dedicated staff and institutionalized partnerships.
- **Publicizing local freight delivery** data and using the data for performance measures.
- **Outsourcing data collection** as needed.
- Using educational resources and/or funding to **drive freight behavior changes**.

Collaboration on Local Freight Delivery: Examples

MAG (D)

- Truck Parking Study to assess supply and demand.
- Freight Subarea Project Assessments to identify engineering solutions to better accommodate trucks.

Tennessee DOT (E)

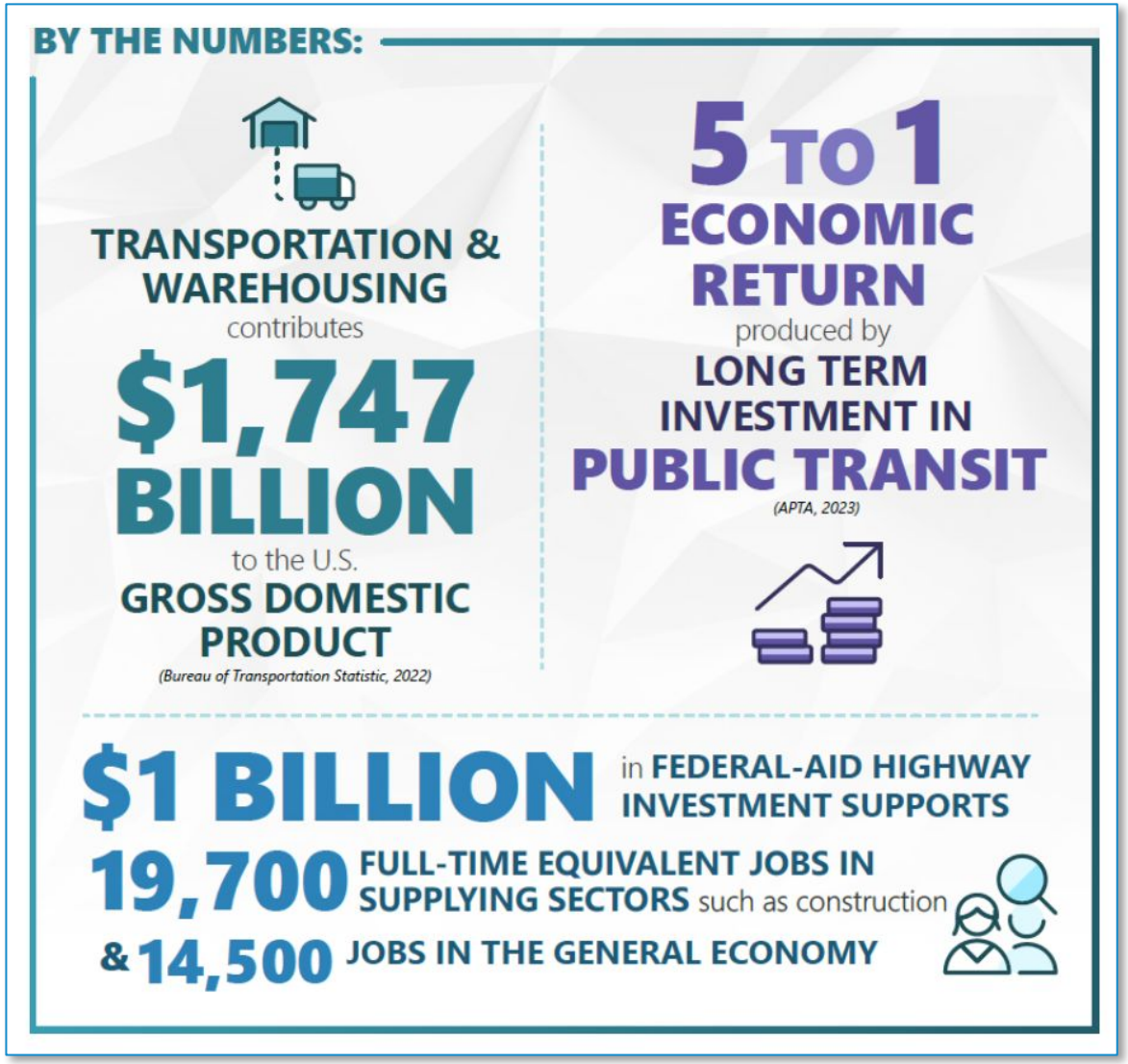
- Freight Movement Along Freight Alley report examined the future of freight flows and expansions in a tri-state area.
- This report captured freight patterns in rural and urban areas and was replicated by Memphis MPO.

NYC DOT (A)

- Off-Hours Delivery Program
- Partnerships with businesses receiving deliveries and transporters.
- Began incentivizing participation in 2024 via funding from CMAQ.

Economic Analysis to Support Decision Making

- Helps to ensure that infrastructure investments align with broader economic development goals
- Allows decision makers to allocate more efficiently, leading to improved connectivity, reduced costs, and enhanced access to markets and labor



Economic Analysis: Key Practices

Designing

- **Establishing relationships** with staff responsible for economic development both inside and outside the agency.
- **Inventorying** available data and building analysis tools.
- Identifying where to **integrate economic analysis** in the planning process.

Enhancing

- Evaluating opportunities to **expand partnerships** and determine stakeholder needs.
- Determining ongoing responsibilities related to **data collection and maintenance**.
- Translating data into a **GIS layer.**
- Incorporating economic analysis into both **short-term and long-term planning** processes.

Advancing

- Hiring staff **to conduct and lead economic impact analyses**.
- Providing **dedicated funding** for analysis efforts.
- **Institutionalizing** economic performance measure analysis as an integral part of transportation projects.
- Explore **distribution of benefits** among geographies and socioeconomic groups.

Economic Analysis: Examples

SPC (D)

- Integrated their long-range transportation plan and their comprehensive economic development strategy.
- Matches economic development opportunities with their transportation priorities.

State of California (E)

- Used the US Department of Commerce Regional Input-Output Modeling System and the FHWA Economic Reporting System to calculate the impact savings for users of highway, street, bridge, and transit investments.
- Found a 4.3:1 return on investment.

Ohio DOT (A)

- Strategic Transportation and Development Analysis
- Identifies opportunities for the transportation system to support economic growth in the state.

Snapshot Design

SNAPSHOTS OF PLANNING PRACTICES:
COMPLETE STREETS

WHY MAKE STREETS "COMPLETE"?

Complete Streets are streets designed and operated to enable safe use and support mobility for all users. Complete Streets reduce motor vehicle-related crashes and both pedestrian and bicyclist risk. This helps to promote walking and bicycling by providing safer places to achieve physical activity through transportation. Transit is another key element of Complete Streets. Streets designed to facilitate transit use encourage more people to choose that mode.

BY THE NUMBERS:

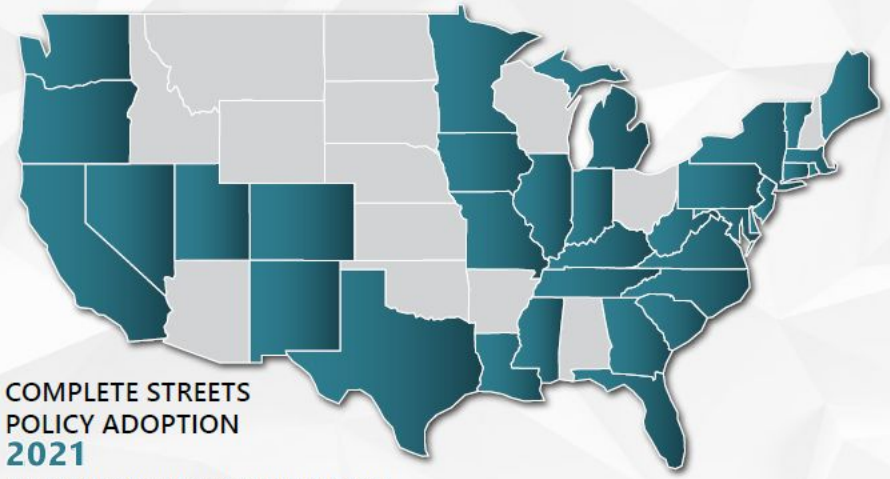
In **2021**, there were **1,533 JURISDICTIONS** with **COMPLETE STREETS POLICIES** in the United States
(National Complete Streets Coalition, 2021)

The presence of an **ON-ROAD BICYCLE FACILITY REDUCES CRASH RISK** by as much as **60%**
(Hamann and Peek-Asa, 2013)

Roughly **1 IN 6 AMERICANS** reported **TAKING A WALK** or **RIDING A BICYCLE** in a typical day
(National Household Travel Survey, 2020)

7,341 PEOPLE WERE STRUCK & KILLED WHILE WALKING in **2021**, a **12.4% INCREASE** over **2020**, bringing us to the **HIGHEST OVERALL LEVEL IN MORE THAN THREE DECADES**
(Smart Growth America, 2023)

Nearly **50%** of workers **WITH DISABILITIES RELIED ON MODES OTHER THAN DRIVING,** compared with about **20%** of workers **WITHOUT DISABILITIES**
(BTS, 2024)



COMPLETE STREETS POLICY ADOPTION **2021**

Source: Complete Streets Policy Inventory, as of 4/14/2022.

FOLLOW THESE LINKS TO LEARN MORE IF YOU ARE LOOKING FOR....

- *Resources on standing up a Complete Streets program →*
- *Key practices for starting a Complete Streets program →*
- *Resources for advancing/growing a Complete Streets program →*
- *Key practices for advancing/growing a Complete Streets program →*
- *Examples of what other DOTs are doing with Complete Streets →*
- *Examples of what MPOs are doing with Complete Streets →*

SNAPSHOTS OF PLANNING PRACTICES:

COMPLETE STREETS | KEY PRACTICES

Different organizations might optimize their approach towards Complete Streets by focusing on one or more "levers of change" within their organization. These levers of change – Organization, Workforce, and Partnerships; Data and Performance Management; and Policy and Program Design – are the organizing framework of these key practices. This structure is intended to offer practices in each area so that organizations can choose where to focus their energy and resources. The practices are divided into three categories: 1) "Designing" describes practices, examples, and resources relevant to agencies who are new to the topic area or setting up a new program, 2) "Enhancing" describes practices among agencies that are expanding or growing their efforts in a area and taking on increasingly complex aspects of the topic., and 3) "Advancing" describes practices, examples, and resources relevant to agencies that are innovating or establishing new practices in a topic area.

DESIGNING

Exemplary practices for agencies who are new to Complete Streets.

ORGANIZATION, WORKFORCE, AND PARTNERSHIPS:

- Identifying Complete Streets champions within an organization. These individuals can lead engagement within the organization, with other agencies, and with other planning organizations in increasing the emphasis on and making the case for Complete Streets.
- Assessing staff familiarity with Complete Streets concepts and devising curricula for training staff on topics related to Complete Streets such as road diets, pedestrian and active transportation safety, and multimodal roadways, as needed.

DATA AND PERFORMANCE MANAGEMENT:

- Conducting an inventory of available data related to active transportation and starting to collect and consolidate relevant data and identify gaps.
- Identifying a priority active transportation network and translating this information into a geographic information system (GIS) layer. Making this layer available internally and providing guidance on how to integrate the information into the project scoping process.

POLICY AND PROGRAM DESIGN:

- Establishing a Complete Streets policy. This policy could include goals/objectives, discussion of existing data gaps, key messaging (both internally and with partners and members of the public), mechanisms and processes for partners and public involvement/input on projects, and model design principles or standards.
- Considering available funding sources for Complete Streets projects. If possible, exploring funding opportunities such as state matching funds.

ENHANCING

Exemplary practices for agencies who are expanding or growing their Complete Streets program.

ORGANIZATION, WORKFORCE, AND PARTNERSHIPS:

- Identifying and engaging active transportation and pedestrian coalitions and stakeholders.
- Working collaboratively with partner agencies to determine ongoing responsibilities related to maintenance of Complete Streets infrastructure. Integrating the understanding of these roles into Complete Streets policies.
- Using relationships established in the "Designing" phase to enhance coordination and align state and local plans and policies.

DATA AND PERFORMANCE MANAGEMENT:

- Establishing performance measures for Complete Streets projects. For example, agencies might look at bicycle/pedestrian fatalities, mode shift, or miles of infrastructure built.
- Implementing strategies identified in Complete Streets policy documents to fill existing data gaps.

POLICY AND PROGRAM DESIGN:

- Using pilots as demonstrations of non-standard roadway designs. Ensuring adequate evaluation mechanisms are in place to justify approaches to be implemented more widely.

ADVANCING

Exemplary practices for agencies who are innovating and establishing new best practices in Complete Streets.

ORGANIZATION, WORKFORCE, AND PARTNERSHIPS:

- Deepening relationships with active transportation and pedestrian coalitions by contacting these groups to discuss the organization's approach towards Complete Streets and seek input.
- Institutionalizing Complete Streets as an integral component of certain types of transportation projects. Exploring opportunities to encourage inclusion of multimodal users early in conceptual project phases.

DATA AND PERFORMANCE MANAGEMENT:

- Standing up a public-facing portal that visualizes established performance metrics and measures related to Complete Streets.
- Integrating bicycle and pedestrian data into regional transportation modeling.
- Expanding data collection as needed and exploring data exchanges as a way to share and combine Complete Streets data across or within organizations.

POLICY AND PROGRAM DESIGN:

- Establishing technical assistance resources for Complete Streets implementation. This technical assistance may be linked to state funding programs.
- Developing Complete Streets education and/or toolkits for organization staff.
- Addressing regulatory barriers to Complete Streets (e.g., right-of-way acquisition). As needed, use relationships and champions established in the "Designing" phase to explore possible legislative solutions.

GAPS AND FUTURE RESEARCH

How can agencies design Complete Streets that are also freight friendly? NCHRP 08-176 Balancing Freight and Goods Delivery Needs in Designing Complete Streets is an active research project to investigate this question.

Nearly two-thirds of all traffic fatalities in urban areas occur on state-owned arterial roads. How can local jurisdictions best partner with states to address issues on these higher-speed and more dangerous roadways?

How can agencies best leverage new Safe Streets and Roads for All (SS4A) grant funding to plan for and implement Complete Streets in their jurisdictions?

SNAPSHOTS OF PLANNING PRACTICES:

COMPLETE STREETS | EXAMPLES

Complete Streets are roadways designed to meet the needs of all roadway users, including pedestrians, cyclists, wheelchair users, and public transit users. The scope of this Snapshot is to identify and demonstrate the policies, methods, tools, and processes used by state DOTs, MPOs, and local governments to accommodate these different modal uses of the roadway and road rights-of-way. Our research indicated that practitioners are seeking information on Complete Streets policy, community engagement approaches, and implementation/design.

DESIGNING

While Kansas DOT (KDOT) has not implemented its Complete Streets program to date and describes itself as being the "scoping" stage with regards to Complete Streets, the organization has done substantial work to prepare to implement such a program.

KDOT has developed a GIS layer of known preferred routes for cyclists (the "Designated and Priority Bicycle Routes Network") and implemented a process where projects overlapping this layer must undergo additional evaluation of KDOT's Rumble Strip Policy. In support of this effort, KDOT developed an active transportation planning toolkit for small- and mid-sized communities. This toolkit allows communities to develop local active transportation plans, along with network mapping to share with KDOT for consideration of adding to the Designated and Priority Bicycle Routes Network.

As part of the state's Vulnerable Road User Safety Assessment (VRUSA), KDOT also developed a VRUSA Tool to support local and agency efforts in addressing VRU safety on state and locally owned roadways. KDOT identified priority corridors in the state along with applicable safety countermeasures to consider for addressing traffic safety issues related to all road users.

The City of Cincinnati passed a Complete Streets Ordinance that requires the consideration of pedestrian features to city projects. However, if the city is unable to incorporate pedestrian features into the projects, they must document why they were unable to do so. This process of recording the barriers to Complete Streets implementation can help them allocate funding in the future that could help reduce or eliminate the barriers.

ENHANCING

The Arlington County Neighborhood Complete Streets Program (NCS) was established in 2016. A key feature of the NCS is the establishment of a Neighborhood Complete Streets Commission, a 10-15-member advisory body that advises the Arlington County Board and makes project recommendations for Board approval. Delegating some responsibility to this advisory body allows the Board to operate more efficiently and effectively and allows for greater civic participation in Complete Streets implementation.

Having addressed most straightforward neighborhood Complete Streets projects in the County by 2016, NCS' task was to tackle increasingly complex projects. A key practice of NCS is the use of pilot projects to test new approaches for Complete Streets. For example, NCS has used pilots to test out a shared streets approach in locations where the County does not have sufficient usable right of way (ROW) to provide a sidewalk. NCS currently has nine pilot projects ongoing and plans to launch an additional three projects. Since 2020, they have allocated $6.7 million towards neighborhood Complete Streets projects, including both Capital and Tactical (pilot) projects. The NCS program is funded through the County's Capital Improvement Plan.

NCS uses its Neighborhood Complete Streets Program Guide and Project Ranking Guidelines using objective criteria to guide project selection and prioritization. These documents ensure that safety and accessibility are the main objectives of proposed projects.

The City of Madison, Wisconsin has implemented a Complete Green Streets Program (CGSP). The CGSP integrates the principles of Complete Streets with their green infrastructure needs to help reach their sustainability goals. They have established street zone priorities and design parameters. For each street type (e.g. urban avenue, boulevard), the city has provided element priorities by zone (walkway, flex zone, and travel way) and priority. This resource provides a thorough design guide that can support the city in determining what kinds of treatments are reasonable for the type of street, and what kinds of treatments should be prioritized.

ADVANCING

In March 2022, the Bay Area Metropolitan Transportation Commission (MTC) adopted a new Complete Streets Policy (MTC Resolution No. 4493), which requires that projects funded with regional funds implement local Complete Streets plans and implement All Ages and Abilities design guidelines on the Active Transportation Network. In support of this policy, MTC offers a Complete Streets checklist, which can be used by agencies applying for regional transportation funds to make sure that people who bike and walk are considered early in project development.

MTC's Active Transportation Network Map is an interactive public-facing portal that incorporates active transportation locations across the Bay Area. Layers display priority development areas, transit rich areas, and planned and existing transportation infrastructure by county.

MTC also provides funding, toolkits, webinars, and other resources to help cities create Complete Streets. For example, MTC offers resources and a toolkit for Complete Streets "Quick-Build" projects. MTC and the Association of Bay Area Governments (ABAG) coordinate to offer technical assistance resources across Complete Streets topics on a shared portal.

Washington State Legislature passed RCW 47.04.035 in 2022, which directs Washington State DOT to include the principals of complete streets in state transportation projects that are $500,000 or more. To support agency implementation, local partners and community members, the WSDOT Complete Streets website provides standards and requirements for implementation, community engagement resources, example projects, and other resources to support the consistent delivery of complete streets. Each sub-area in the agency has a Complete Streets Region team who leads the alternatives development, community engagement, and any changes to scope, schedule, and budget necessary to deliver complete streets. In addition, the Washington Legislature established a Complete Streets Grant program run by the Transportation Improvement Board, which awards grants to local governments that have adopted a Complete Streets ordinance and demonstrates the practice of planning and building streets to accommodate all users.

SNAPSHOTS OF PLANNING PRACTICES:

COMPLETE STREETS | RESOURCES

DESIGNING

Walkable Urban Thoroughfares: This Institute of Transportation Engineers (ITE) guidebook provides information for practitioners to design major urban streets to support walkable and bikeable communities, compact development, and mixed land uses.

FDOT Context Classification Guide provides context classification and transportation characteristics for all non-limited access highways which help FDOT and its partners understand what design elements should be included in the roadway design concept.

Complete Streets Policy Framework: This Smart Growth America (SGA) and National Complete Streets Coalition (NCSC) guidance document identifies the elements of a comprehensive Complete Streets policy to help communities develop and implement Complete Streets policies and practices.

Moving to a Complete Streets Design Model: A Report to Congress on Opportunities and Challenges: This Federal Highway Administration (FHWA) report to Congress identifies opportunities and ongoing challenges for Complete Streets implementation and details an approach to furthering Complete Streets to improve safety and accessibility for all users.

Complete Streets Transformations: This FHWA resource provides examples of how to implement a Complete Street, specifically on arterials, using six scenarios.

Proven Safety Countermeasures: This FHWA resource provides 28 countermeasures that are effective at reducing fatalities and injuries. The strategies fall into categories such as speed management, pedestrian/bicyclist, and intersections.

Complete streets at the municipal level: A review of American municipal Complete Street Policy by Kelly Gregg and Paul Hess: reviews municipal Complete Streets policies to understand the various definitions of Complete Streets and implications for design and implementation.

The Final Policy Statement on the Eligibility of Pedestrian and Bicycle Improvements Uder Federal Transit Law by the FTA outlines the types of pedestrian and bicycle projects that are eligible for FTA funding.

ENHANCING

Designing for All Ages and Abilities: This National Association of City Transportation Officials (NACTO) guide builds on their Urban Bikeway Design Guide and sets criteria for implementing bike facilities for all ages and abilities to make the bike network safe and equitable for the majority of people.

Association for Pedestrian and Bicycle Professionals Complete Streets Policy Statement: This Association of Pedestrian and Bicycle Professionals guide provides policy statements on Complete Streets which includes example plans, key program elements, and additional resources.

From Policy to Practice: A Guide to Measuring Complete Streets Progress: This Smart Growth America report provides guidance on what city/county/MPO/community partners can measure to support Complete Streets implementation, what the goals of the performance measures are, and how to choose metrics that support the program's goals and vision. The report provides a menu of over 100 different metrics that fall under three categories: process, implementation, and impact.

Tools to Diagnose and Solve the Problem: This FHWA webpage provides tools that can help analyze and understand pedestrian and bicycle safety to inform countermeasures and policies to address any problems.

Create Thriving, Activity Friendly Communities: This resource, developed by the National Collaborative on Childhood Obesity Research, provides an Economic Indicators Library that can help practitioners measure the economic benefits of active-friendly communities.

Accessing Transit Design Handbook for Florida Bus Passenger Facilities provides a starting point for planning and designing transit along state roadways based on different road and land use types.

FDOT Freight Roadway Design Considerations identifies strategies to integrate freight movement into the roadway planning and design process and ensure trucks are accommodated along with the needs of other roadway users.

ADVANCING

Create Thriving, Activity Friendly Communities: This resource, developed by the National Collaborative on Childhood Obesity Research, provides an Economic Indicators Library that can help practitioners measure the economic benefits of active-friendly communities.

MTC Administrative Guidance Complete Streets Policy: offers guidance for compiling a "Complete Streets Checklist." The Complete Streets Checklist is a form to help ensure local compliance with Complete Streets policies and applicable laws. It is submitted to MTC online as part of a grant application process.

Complete streets state laws & provisions: An analysis of legislative content and the state policy landscape, 1972–2018 by Porter et. al.: This research identifies Complete Streets state statutes and summarizes qualitative analysis of state complete street laws. The study provides key insights into the legislative landscape of Complete Streets state laws.

The Complete Streets Considerations for Freight and Emergency Vehicle Operations resource by the New York State Energy Research and Development Authority outlines common challenges that freight and emergency vehicles experience on mixed-use streets and provides design, regulatory, and operational strategies to overcome them.

The National Cooperative Highway Research Program (NCHRP) produces ready-to-implement solutions to the challenges facing transportation professionals. NCHRP is sponsored by the individual state departments of transportation of the American Association of State Highway and Transportation Officials (AASHTO), in cooperation with the Federal Highway Administration (FHWA). NCHRP is administered by the Transportation Research Board (TRB), part of the National Academies of Sciences, Engineering, and Medicine. Any opinions and conclusions expressed or implied in resulting research products are those of the individuals and organizations who performed the research and are not necessarily those of TRB; the National Academies of Sciences, Engineering, and Medicine; or NCHRP sponsors.

Implementation, Lessons Learned, and Future Applications

Lessons Learned: Research Process

- Benefits of rapid and iterative research and prototyping
- Synergies from doing more than one topic at once
- Value of a more comprehensive research and engagement process to identify noteworthy practices and tools
- Importance of relating practices and tools to agency context and needs
- Value of panel engagement

Implementation Plan: Immediate Steps

- Get the word out – findings are time sensitive
- Establish online hosting and develop a maintenance plan
- Engage key stakeholders to
  - Support dissemination
  - Identify additional resources for existing Snapshots
  - Identify potential future Snapshot topics
- Execute targeted communications rollout that includes social media webinars, and presentations at industry events

Future Applications

- Update these four Snapshots and track evolution of practices over time
- Create new Snapshots on additional planning topics
- Explore use of Snapshot approach/template for other research activities

Discussion

Thank You!

Please email us with any feedback.

Tanisha Hall
hallt@fairpointeplanning.com

John Kaliski
jkaliski@camsys.com

Rachel Vierstra
rvierstra@camsys.com

Bradley Sharlow
sharlowb@michigan.gov

Thank You!

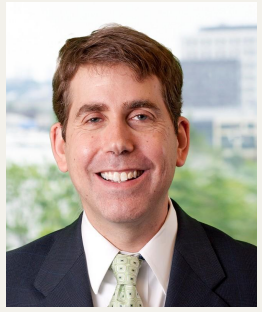
Scan the QR code to view the final Snapshot Products

https://doi.org/10.17226/29175

Today's Presenters

Tanisha Hall
hallt@fairpointeplanning.com
Fairpointe Planning

Rachel Vierstra
rvierstra@camsys.com
Cambridge Systematics



John Kaliski
jkaliski@camsys.com
Cambridge Systematics

Bradley Sharlow
sharlowb@michigan.gov
Michigan Department of Transportation

Upcoming events for you

November 19, 2025

TRB Webinar: Incorporating Unbonded Post-Tensioning in Concrete Bridges

November 20, 2025

TRB Webinar: Geospatial Data Governance Policies and Procedures

January 11-15, 2026

2026 TRB Annual Meeting

https://www.nationalacademies.org/trb/events

Subscribe to *TRB Weekly*

If your agency, university, or organization perform transportation research, you and your colleagues need the *TRB Weekly* newsletter in your inboxes!

Each Tuesday, we announce the latest:

- RFPs
- TRB's many industry-focused webinars and events
- 3-5 new TRB reports each week
- Top research across the industry

Spread the word and subscribe! https://bit.ly/ResubscribeTRBWeekly

NATIONAL ACADEMIES Sciences Engineering Medicine

TRB TRANSPORTATION RESEARCH BOARD

Discover new TRB Webinars weekly

Set your preferred topics to get the latest listed webinars and those coming up soon every Wednesday, curated especially for you!

https://mailchi.mp/nas.edu/trbwebinars

And follow #TRBwebinar on social media

@NASEMTRB
@NASEMTRB
Transportation Research Board

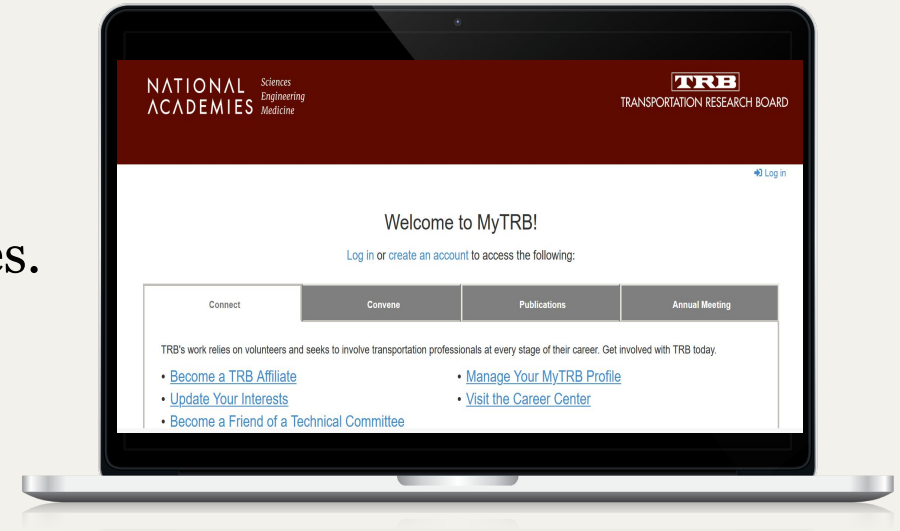
NATIONAL ACADEMIES Sciences Engineering Medicine
TRB TRANSPORTATION RESEARCH BOARD

Get involved

TRB mobilizes expertise, experience, and knowledge to anticipate and solve complex transportation-related challenges.

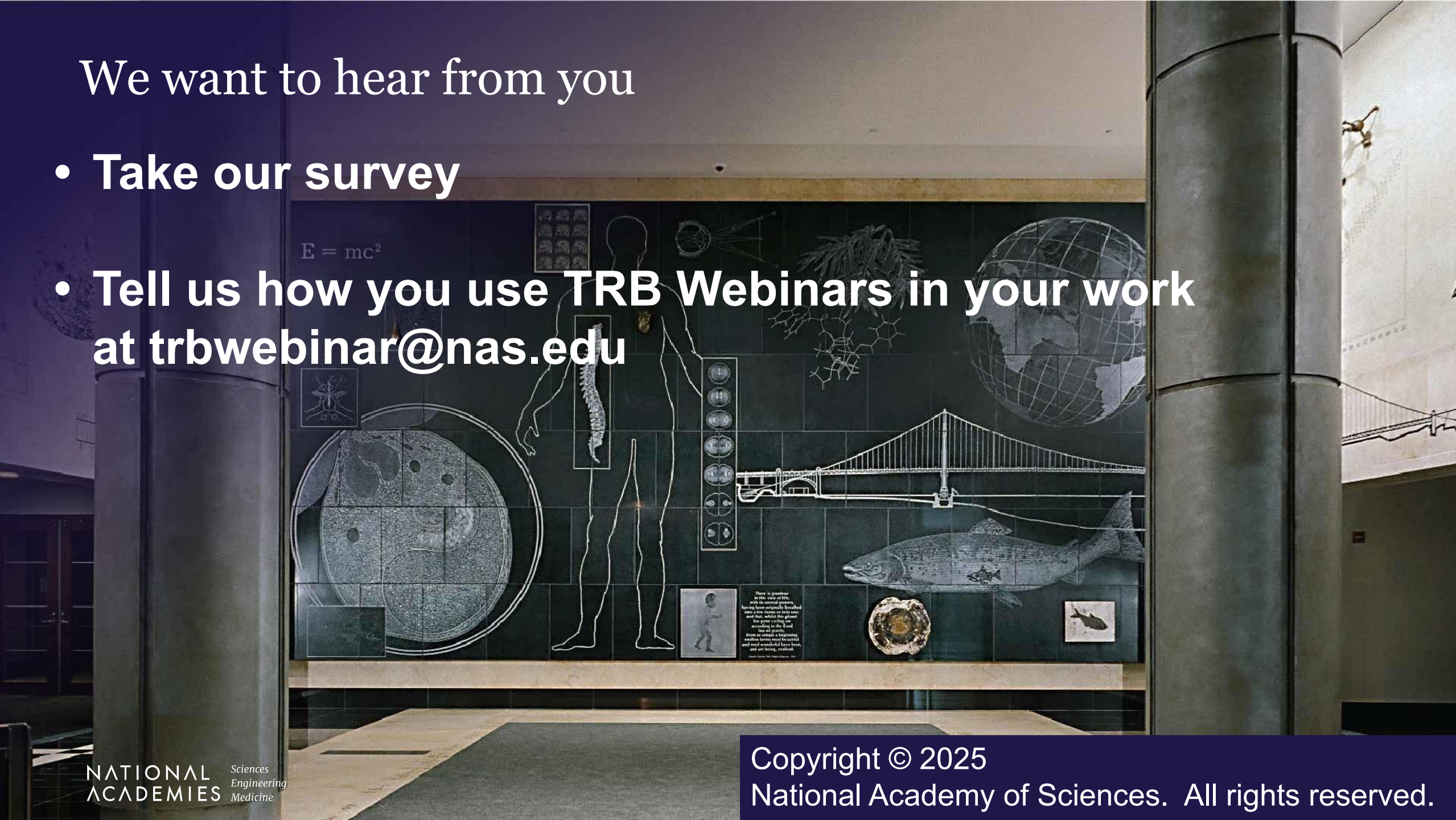
TRB's mission is accomplished through the hard work and dedication of **thousands of volunteers**.

https://www.nationalacademies.org/trb/get-involved



We want to hear from you

- **Take our survey**
- **Tell us how you use TRB Webinars in your work at trbwebinar@nas.edu**



NATIONAL ACADEMIES Sciences Engineering Medicine

Copyright © 2025
National Academy of Sciences. All rights reserved.