

Update on the TPB Regional Complete Streets Policy and “Green Streets” Discussions

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Council of Governments/Transportation Planning Board Staff

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Bicycle/Pedestrian Subcommittee, Item #7

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Complete Streets Policy for the National Capital Region

- R15-2012 adopted May 16, 2012
 - Defined a “Complete Street” as follows:
 - “A complete street safely and adequately accommodates motorized and non-motorized users, including pedestrians, bicyclists, motorists, freight vehicles, emergency vehicles, and transit riders of all ages and abilities, in a manner appropriate to the function and context of the facility.”
 - Endorsed the concept of Complete Streets
 - Provided a *Complete Streets Guidance and Policy Template* as model
 - Strongly encouraged TPB member jurisdictions and agencies to adopt a Complete Streets policy
- Follow-On Actions
 - Called for a survey of policy adoption and implementation, repeated every two years
 - Implementation of agency policies to be documented in the Transportation Improvement Program
 - Update Regional Bicycle and Pedestrian Project Database
 - Create Regional Information Clearinghouse
 - Sponsor training on best practices for implementation



Complete Streets Implementation Workshop

Tuesday, January 29th

- Six panelists
 - Michael Farrell, MWCOG
 - Cindy Engelhart, VDOT-NOVA District
 - Dustin Kuzan, Office of Planning, Maryland State Highway Administration
 - Jim Sebastian, Office of Transportation Planning, DDOT
 - Richard Viola, Arlington Department of Environmental Services
 - James Wilson, Department of Public Works and Transportation, Prince George's County
- 50 participants
 - Half public agency planners
 - One quarter engineering staff or consultants
 - One quarter nonprofits or citizen advocates



Complete Streets Policy for the National Capital Region

- Development Process
- Complete Streets Survey Results
 - All three States, most inner jurisdictions now have Complete Streets Policies
 - Montgomery County, Prince George's, MDSHA have new or revised policies
 - Five policies under development
 - Only two agencies reported major opposition or difficulties with adoption or implementation



Implementing VDOT's Accommodation Policy

- “Implementation begins at the top, otherwise any policy will sit on the shelf”
- Two Top-Down Elements:
 - March 2004, Commonwealth Transportation Board Directed VDOT to implement policy on all projects which had not reached scoping as of that date. CTB has funding authority.
 - Pierce Homer, Secretary of Transportation, pushed for implementation.



And then?

- **Familiarity**
 - Time needed to train staff.
 - General Classes, project-specific questions
- **Consistency**
 - State auditor found inconsistencies between districts in the way the policy was being administered.
- **Implementation Team**
 - Design, Land Development, Maintenance, Etc.
 - Clarify policy, revise forms, create checklists and manuals
 - Move to more detailed questions and documentation
- **New Challenges – Some projects need to be addressed earlier than scoping, at the contract stage or during the feasibility study.**
 - PPTA's (like HOT lanes) – prior to negotiations
 - Design/Build Projects – Contracts must be written to prevent elimination of ped/bike facilities
 - Traffic impact analysis for large developer projects
 - NEPA documents

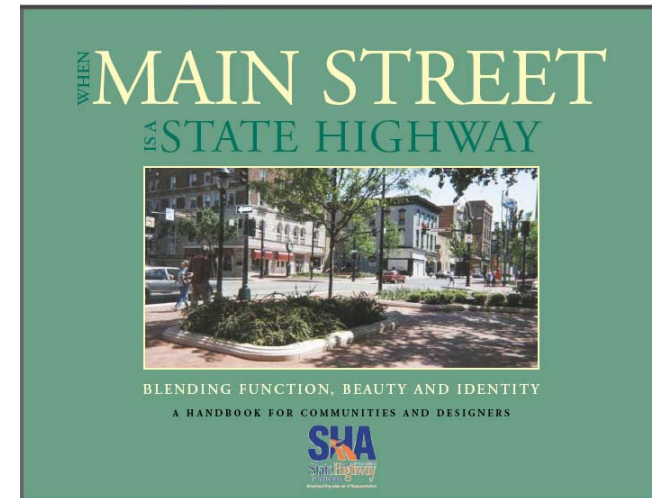


Complete Streets Policy and Implementation:



Evolving Practices at the Maryland State Highway Administration

- 1998 – Thinking Beyond the Pavement
- 2000 – Law – TR §2-602
- 2000 – Access 2000 transit studies
- 2001 – When Main Street is a State Highway
- 2003 – Bicycle Design Waivers
- 2006 – ADA/Pedestrian Design Waivers
- 2011 – Bicycle Waiver Strengthened and Expanded
- 2012 – Complete Streets Policy



Transportation Article § 2-602

The General Assembly finds that it is in the public interest for the State..., and declares that it is the policy of the State that:

- (1) ...*pedestrians and bicycle riders* shall be considered and *best engineering practices* [used];
- (2) [State]...maintains *an integrated transportation system* ... [and] *remove[s] barriers*, ...;
- (3) ...options for pedestrians and bicycle riders *will be enhanced* and ...*will not be negatively impacted*...
- (4) In developing the annual Consolidated Transportation Program, the Department shall:
 - (i) Ensure that there is an *appropriate balance between funding* for:
 1. Projects that retrofit...for pedestrians and bicycle riders....
 2. New highway construction projects; and
 - (ii) *In transit-oriented areas*, *place increased emphasis* on projects that ... increase accessibility for the greatest number of pedestrians and bicycle riders.



2012 Complete Streets Policy

Effective - July 30, 2012

“Requires all SHA staff and partners to **consider and incorporate Complete Streets criteria** for all modes and types of transportation when developing or redeveloping our transportation system”

- SHA bike/Ped guidelines must be met unless justified
- Recommendations on enhanced bicycle and pedestrian treatments must be considered
- Decisions to not provide such enhancements must be justified in milestone reports
- Rationale should leverage initiatives
- Decisions should be backed with as much data as possible



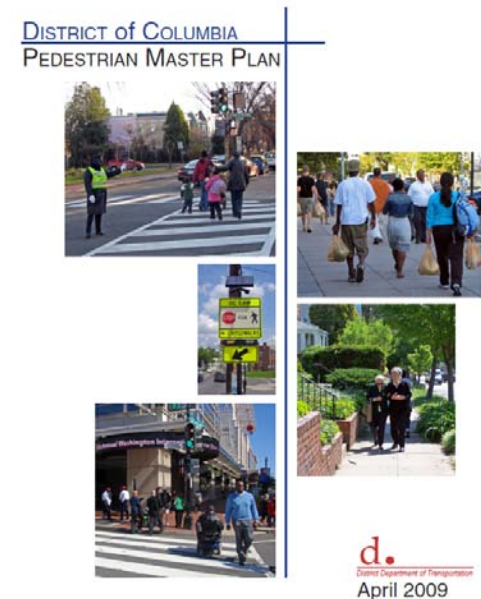
Implementation Issues

- Lack of consensus internally over how to implement policy, balance competing needs.
 - Mr. Kuzan led a consensus-building project, with the following results:
 - Complete Streets is not a one-size fits all
 - A good policy should require engineers and planners **to think about Complete Streets elements** in every project
 - It should **encourage discussion** about bike and pedestrian accommodations that goes beyond standards
 - All decisions must be a “balanced” approach toward the needs and safety of all roadway users
- Need to coordinate policy with numerous pedestrian and bicycle-related programs
 - ADA, Bicycle/Pedestrian Plan, TOD, Statewide bike routes, etc.

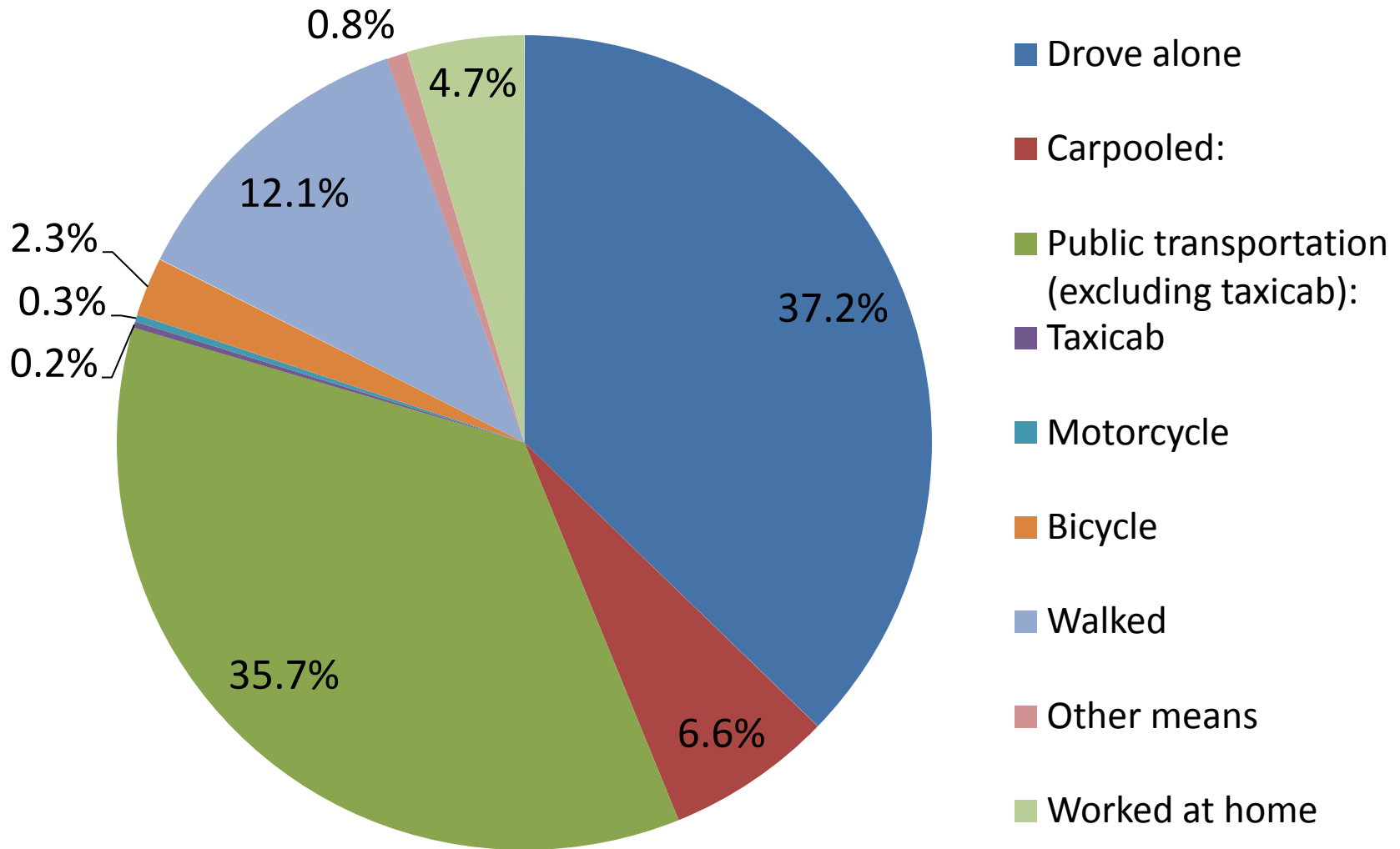


DC Policy and Implementation Experience

- DDOT Vision: “Develop and maintain a cohesive, sustainable transportation system that delivers safe, affordable and convenient ways to move people and goods — while protecting and enhancing the natural, environmental and cultural resources of the District.”
- Bicycle Master Plan in 2005
- Pedestrian Master Plan in 2009
- Design and Engineering Manual, 2009
- Context Sensitive Design Manual
- Complete Streets Policy 2010
- DDOT Great Streets Program



How do DC residents get to work?



2008 American Community Survey

DC Complete Streets Policy, 2010:



- a. The District's transportation **network as a whole shall accommodate the safety and convenience of all users, recognizing that certain individual corridors have modal priorities.** While these priorities should remain and be encouraged along specific corridors, connectivity throughout the network for users of all modes is essential. Examples of modal priorities include, but are not limited to, residential streets, green streets, school routes, and corridors that are important to transit, freight, commuter traffic, and retail;

- b. All transportation projects shall reflect the land-use, transportation, and green space needs of the city-wide transportation network, be **sensitive to its various contexts,** and should improve, not diminish, network connectivity;

Experience so far



- All modes considered in all projects
- Level of Service analyses, balancing
- Sometimes part of NEPA
- Training
- Performance Measures
- Shoe Leather
- Focus on outcomes
- DC was already doing Complete Streets before the policy was adopted.



Arlington Complete Streets

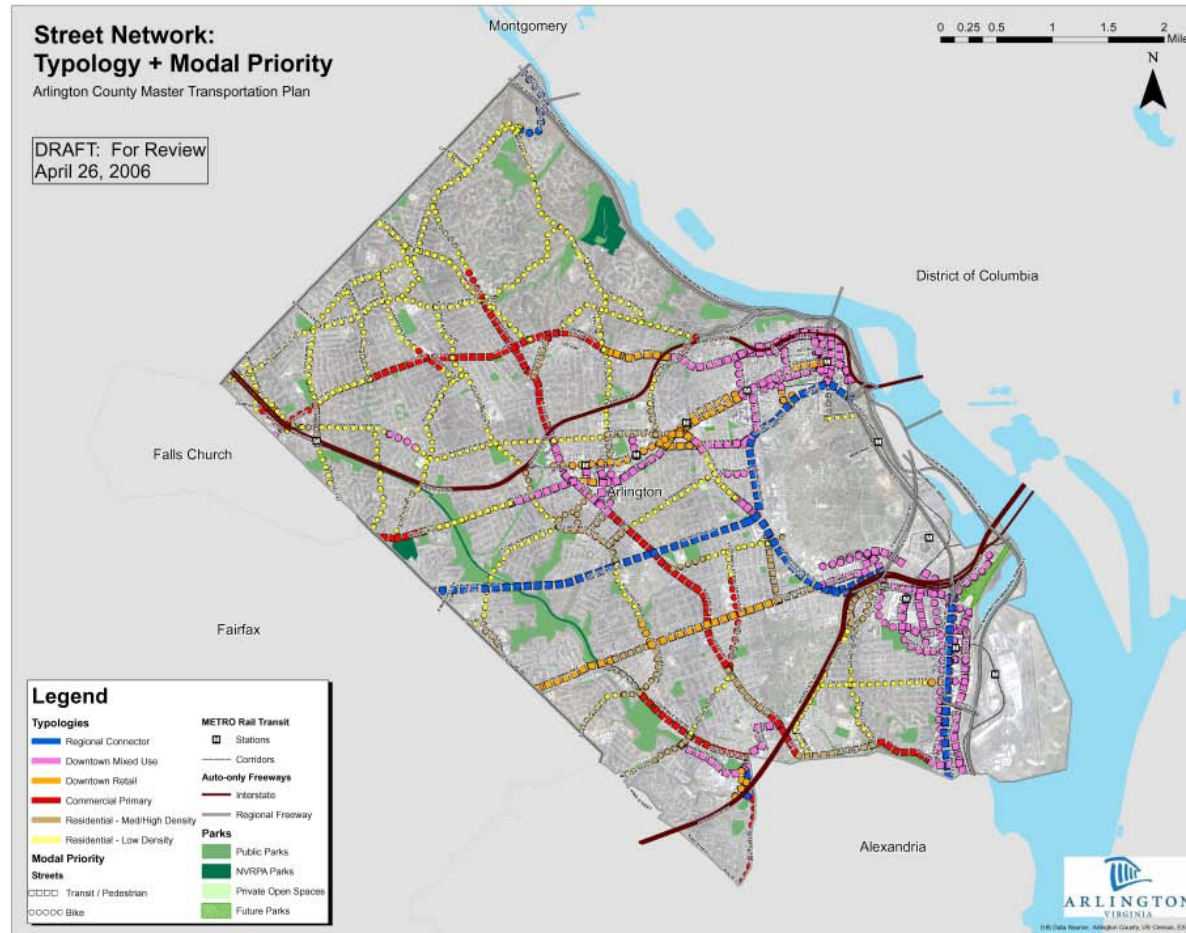
- County's Master Transportation Plan (MTP) was adopted in 8 parts between late 2007 and early 2011
- **Complete Streets Policy:** Design and operate a **comprehensive network** of Arlington's local and arterial streets to enable **safe access by all user groups** including pedestrians, bicyclists, transit vehicles and users, and motorists of all ages and abilities, allowing these users to access a full range of daily activities.



Supporting Guidance

- Arlington will work to **transform its current roadway network** into “Complete Streets”.
- Complete streets provide **appropriate facilities to accommodate all** expected transportation users and also to take into account the **scale and character** of the streets’ setting.
- Transportation performance measurement will **shift** from emphasis on the traditional vehicle “Level of Service” to an **emphasis on multimodal “Quality of Service”**.

Identified Street Typologies with design guidance for each street type





Complete Streets Implementation

- County- initiated projects funded through the Capital Improvement Program (CIP)
- Private redevelopment is also being required to upgrade existing street conditions, as well as construct sections of new streets
- Coordination of private and public efforts



Project Prioritization



- First Priority is County owned arterial streets
- County “Decal Fee” money directed towards primarily residential streets; Commercial Real Estate Tax funding “downtown” areas
- Emphasis on upgrades for transit stops, improved pedestrian crossings and marking bike lanes



Prince George's Complete and Green Streets Policy 12/2012

SUBTITLE 23. ROADS AND SIDEWALKS.

DIVISION 7. COMPLETE AND GREEN STREETS.

Sec. 23-615. Complete and Green Streets Policy.

The County hereby adopts a complete and green street policy and principles, consistent with the adopted Complete Street Policy by National Capital Region Transportation Planning Board and the National Complete Streets Coalition, as revised by the County Code.

- All planned County financed and approved road, sidewalk, trail and transit related construction and reconstruction projects shall include environmental site design and facilities for the combined use of motor, emergency and freight vehicles, transit, bicycles and pedestrians, except when cost shall be disproportionate to the projected need or when such facilities would be inappropriate due to the nature of the project, including the context and character of the surrounding built and natural environment of the neighborhood or area.
- The Department will review and revise, as deemed necessary by the Director, plans, manuals, policies, processes and the capital improvement program to foster the implementation of a complete and green street on public roadways projects, including privately built projects approved by the Department or on non-County projects funded in part or entirely by county funds.

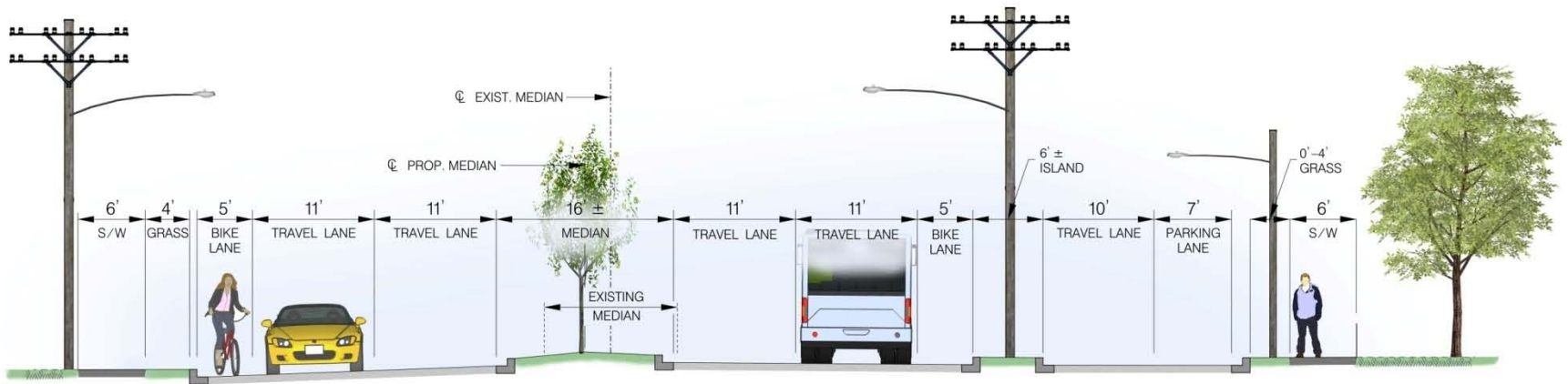
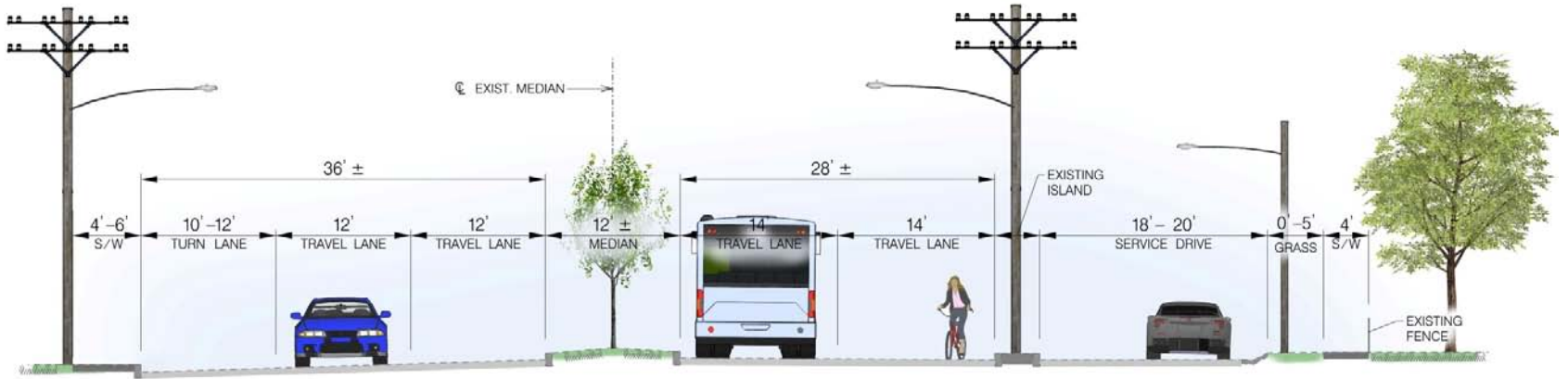


Definitions

- **Complete Street** means a public street that safely and adequately accommodates motorized and non-motorized users, including pedestrians, bicycles, motor, freight, emergency and transit vehicles, in a manner appropriate to the function and context of the facility.
- **Green Street** means a street or road that safely and adequately accommodates and incorporates best management practices of environmental site design for addressing stormwater runoff, including using small scale stormwater management practices, nonstructural techniques, and better site planning to minimize the impact of road and sidewalk development on water resources.
- **Example:** Ager Road Diet Project



Ager Road Diet



Green Streets Policy Discussion

- December 19th – Letter to TPB from Anacostia Watershed Restoration Partnership
 - Requested that TPB adopt a regional Green Streets Policy similar to the Complete Streets Policy
 - Cited the Prince George’s Policy as an Example
- January 11th – TPB Technical Committee
 - Suggested a stakeholders workshop
 - Learn what agencies are doing
 - Determine what gaps, if any, a regional policy could help fill, as well as potential obstacles
- Jan. 22 - Bike/Ped Subcommittee was briefed
- Jan. 29 - STWG discussed further

Green Streets Stakeholders Workshop

Monday, April 8th

12:30 – 5 p.m.

1st Floor, Rooms 4/5

- National
 - Dominique Lueckenhoff, EPA
 - Christine Knapp, Philadelphia Water Department
- DC
 - Meredith Upchurch, LID Team Lead, DDOT
- Virginia
 - Pawan Sarang, VDOT-NOVA
 - Matthew Meyers, Fairfax County DPW&E
 - Jason Papacosma, Arlington County DES
- Maryland
 - Meg Andrews, Environmental Planning, OPCP – MDOT
 - Dannielle Glaros, Chief of Staff, Councilman Eric C. Olson, Prince George's County

Questions?

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