

Complete Streets Policy for the National Capital Region

Transportation Safety Subcommittee
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Item #6

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What are Complete Streets?

“Complete Streets are for Everyone”

- They are designed, built, and operated to enable safe and adequate access for all users, including pedestrians, bicyclists, motorists, and transit riders of diverse ages and abilities.
- National Complete Streets Coalition (completestreets.org) has been promoting the Complete Streets concept since 2005.



Policy Trends

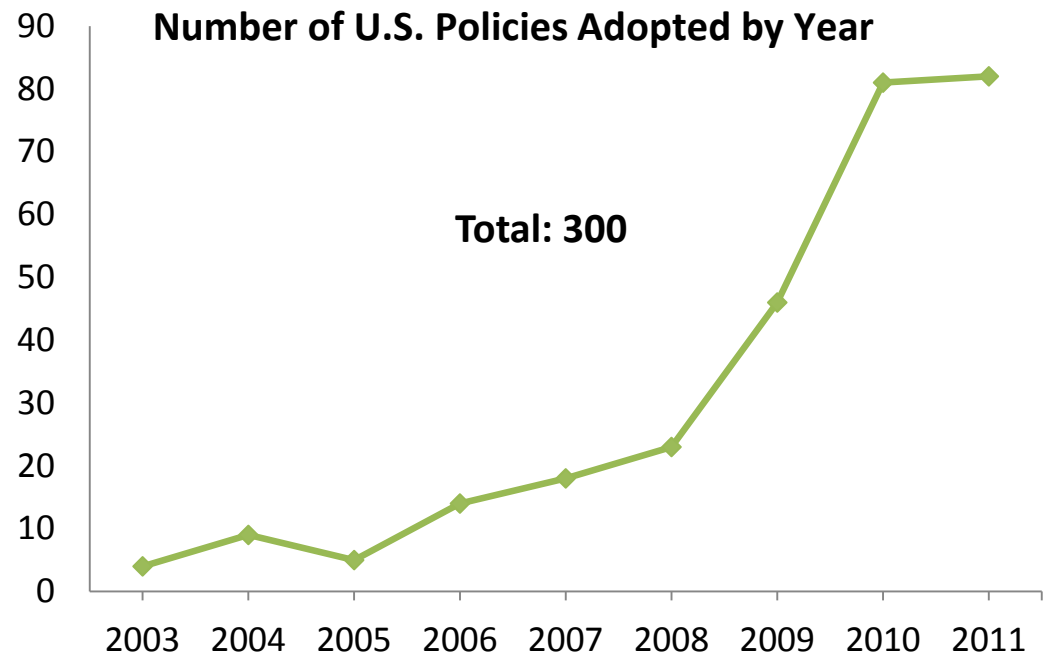
- 1950's – Prohibition on Building Sidewalks with Highway Money
- 1970's - Permission
- 1990's - Encouragement
 - “Shall consider”
- 2000's - Mandatory
 - “Routine Accommodation”
 - “Complete Streets”

Tysons Corner



The National Movement

- 15 states have enacted some form of Complete Streets legislation.
 - 11 additional states have put statewide Complete Streets policies, design guidelines, or administrative procedures in place.
- 31 Metropolitan Planning Organizations, 25 Counties, and over 200 cities have also enacted Complete Streets policies.
 - Example: Wilmapco (which includes MDOT and Cecil County, MD) adopted a Complete Streets Policy as part of their 2030 Regional Transportation Plan (2007)



Federal Policies

No formal policy called “Complete Streets”, but...

US DOT Policy Statement on Bicycle and Pedestrian Accommodation

March 15, 2011

- **Policy Statement:** “Every transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes.”
- **Recommended Actions:** “The DOT encourages States, local governments, professional associations, community organizations, public transportation agencies, and other government agencies, to adopt similar policy statements on bicycle and pedestrian accommodation as an indication of their commitment to accommodating bicyclists and pedestrians as an integral element of the transportation system.”

State Policies in the Washington Region

- DDOT Complete Streets Policy (2010)
 - Action Agenda: Create a “walk-centric, bike-centric” city
 - Departmental Order No. 06-2010
 - “network as a whole shall accommodate the safety and convenience of all users, recognizing that certain individual corridors have modal priorities”
 - Exceptions : Safety, Excessive Cost, Absence of Need
- VDOT: “Policy for Bicycle and Pedestrian Accommodation” (2004)
 - “VDOT will initiate all highway construction projects with the presumption that the projects shall accommodate bicycling and walking”
 - Exceptions: Safety, Excessive Cost, Lack of Demand, Environmental
 - Secondary Street Acceptance Requirements 2009
- MDOT: “Strives” to provide facilities “wherever possible”
 - Bicycle and Pedestrian Plan (2002)
 - Code of Maryland: “Access to and the use of transportation facilities by pedestrians and bicycle riders **shall be considered ...**”
 - Access “shall be considered ... in all phases” (SHA Memorandum, 2003)
 - Exceptions:
 - Cost, ROW, Structures, Utilities, Historic, Environmental, Safety, Highway Capacity
 - Revised policy currently under development



Local Policies

- Alexandria - Council Resolution 2444 (2011)
 - “the Department of Transportation and Environmental Services **shall make Complete Streets practices a routine part of everyday operations**”
- Arlington - Master Transportation Plan (2007)
 - “Arlington **will work to transform** its current roadway network into “Complete Streets.”
- Fairfax County – Tysons Corner Master Plan (2010)
- Loudoun County – Countywide Transportation Plan , Ch. 4 (2010)
- Montgomery County –
 - Road Code (Bill 4806), Article II, page 26 (2007)
 - Complete Streets Policy (2012)
 - “All publicly funded new roadways and road widening projects shall accommodate the safety and convenience of all users”
- M-NCPPC – Prince George’s County – Countywide Master Plan of Transportation (2009)
 - “vision of providing roadways that accommodate all modes of transportation”
 - **Policy 2:** “All road frontage improvements and road capital improvement projects within the Developed and Developing Tiers **shall be designed to accommodate** all modes of transportation. Continuous sidewalks and on-road bicycle facilities **should be included to the extent feasible and practical.**”
- Rockville – Complete Streets Policy (2009)
 - “New construction and re-construction roadway projects in the City **shall accommodate** users of all ages and abilities including pedestrians, bicyclists, transit users, motorists and adjacent land users.”

Development of a Regional Policy

- June 15th, 2011 – Citizens Advisory Committee requested that the TPB Develop and Approve a Regional Policy on Complete Streets
 - Bicycle and Pedestrian Subcommittee to take the lead
 - Also work with the CAC, Access for All, the Bus Subcommittee, and the task force for the TPB's Priorities Plan
 - Use ideal Complete Streets policy from Complete Streets Coalition as a starting point
- TPB Chair and Vice-Chair suggested that TPB staff and relevant Subcommittees develop a proposal

Reasons for a Regional Complete Streets Policy

- Cost (cheaper than retrofitting)
- Supports TPB Vision, Bicycle and Pedestrian Plan, and Region Forward Goals
 - Walkable, mixed-use activity centers
 - Health and Fitness
 - Economic/retail activity & tourism
 - Climate/Environmental
 - Environmental justice
 - Continuous pedestrian and bicycle network
- “If the Region supports Complete Streets, we should say so”
 - A regional policy would “act as a catalyst to encourage complete streets across the region”
 - Use ideal Complete Streets policy from Complete Streets Coalition as a starting point

Review Process

TPB Staff worked with the Relevant Committees and Subcommittees

- Bicycle and Pedestrian Subcommittee, Access for All, the Bus Subcommittee, the Freight Subcommittee and the Citizens Advisory Committee provided comments
- January 30th Stakeholder Workshop
- DOT's and TPB Technical Committee members provided extensive comments

Complete Streets Policy for the National Capital Region

Adopted May 16, 2012

- Purpose – Encourage TPB member agencies to adopt their own policies, provide model
- Defines Complete Street, Complete Streets Policy
- Guidance - “Ten elements of an ideal policy”
 - Complete Streets Coalition
- Template – Model Policy
- Policy Statement

The National Capital Region Transportation Planning Board endorses the concept of Complete Streets and strongly encourages its member jurisdictions and agencies that do not already have a Complete Streets policy, or who are revising an existing policy, to adopt a Complete Streets policy that includes common elements that the TPB believes reflect current best practices, as represented by the attached *Complete Streets Guidance and Policy Template*.

Next Steps

Following TPB Approval:

- Within 120 days
 - Survey TPB members on their Complete Streets policies
 - Update Bicycle and Pedestrian Project Database
- Within 6 months – Training Session
- Within two years
 - Track implementation of TPB member Complete Streets Policies in the Transportation Improvement Program
 - Create regional information clearinghouse

Safety Implications

- Re-affirms TPB's commitment to safe accommodation of all modes, including walking bicycling, and public transportation