

**GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION**



ADMINISTRATIVE ISSUANCE SYSTEM

DEPARTMENTAL ORDER NO. 06-2010

DATE: October 18, 2010

SUBJECT: DDOT Complete Streets Policy

WHEREAS, The District and the nation have seen significant improvements and innovations in transportation and technology;

WHEREAS, The District enjoys a rich and diverse population in ethnicity, lifestyle, generation, and family type;

WHEREAS, The mission of DDOT is to 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 environmental and cultural resources of the District;

WHEREAS, DDOT is committed to achieving an exceptional quality of life in the nation's capital through more sustainable travel practices, safer streets, and outstanding access to goods and services, and central to this commitment is providing next-generation, energy-efficient alternatives to single occupancy driving in the District;

WHEREAS, DDOT has created this Complete Streets Policy to maintain and accommodate the diverse needs of all people, to promote economic activity and goods movement, to enhance the natural environment within the right of way for users and wildlife, and maintain flexibility in implementation, and to remain consistent with DDOT's mission and vision; and

WHEREAS, The expected outcome of this policy is to expand and enhance the entire transportation network for all modes while maintaining existing or future priorities along each corridor;

NOW THEREFORE, By virtue of the authority vested in me as Director of the District Department of Transportation by section 3 of the Department of Transportation Establishment Act of 2002, effective May 21, 2002 (D.C. Law 14-137; D.C. Official Code § 50-921.02, it is hereby **ORDERED** that DDOT employees will use the Complete Streets Policy in the development, execution and evaluation of DDOT projects:

I. Policy

- 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, 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;
- c. All transportation and other public space projects shall accommodate and balance the choice, safety, and convenience of all users of the transportation system including pedestrians, users with disabilities, bicyclists, transit users, motorized vehicles and freight carriers, and users with unique situations that limit their ability to use specific motorized or non-motorized modes to ensure that all users, especially the most vulnerable can travel safely, conveniently and efficiently within the right of way;
- d. Pedestrian, bike, and transit Level of Service (LOS), in addition to vehicle measurements, shall be evaluated to ensure proposed alternatives balance, as appropriate, the needs of all users of the right of way.
 - i. The planner or designer shall calculate and design for an appropriate combination of LOS that accommodates all users;
 - ii. The planner and designer shall also refer to previously established plans to ensure consistency;
- e. Wherever possible, projects should help DDOT achieve goals as set by the Action Agenda or subsequent strategic plan;
- f. Improvements to the right of way shall consider environmental enhancements including, but not limited to: reducing right-of-way storm water run-off, improving water quality, prioritizing and allocating sustainable tree space and planting areas (both surface and subsurface), reusing materials and/or using recycled materials, and promoting energy conservation and efficiency wherever possible;

II. Procedures

- a. The aforementioned policies shall be employed in all transportation planning, design, review, operations, major maintenance projects (such as milling and overlay), new construction and reconstruction projects, except where prohibited by federal and District law (such as interstates, non-motorized trails);
- b. Routine daily maintenance and operation activities (such as potholes and cracked ceilings) are specifically exempt from this Policy. Any other exceptions require written justification, documentation, and approval by the DDOT Director or Delegate. Exceptions may be granted based upon documented safety issues, excessive cost, or absence of need.

III. Issuance Applicability

This Order is to be given to each DDOT employee for his or her review based on the applicability of this policy to his or her job.

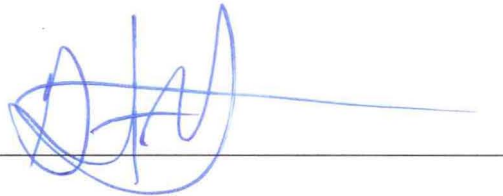
IV. Applicability

This Order shall apply to all DDOT employees.

V. Effective Date

This policy shall take effect immediately upon the execution of this Order.

Gabe Klein
Director



Date

10/18/10