

DRAFT Regional Complete Streets Resolution **01/30/2012**

WHEREAS, the term "Complete Street" means a travel corridor that safely and adequately accommodates motorized and non-motorized users, including pedestrians, bicyclists, motorists, freight vehicles, and transit riders of all ages and abilities, and.

WHEREAS, the terms “complete streets policy” and “complete streets principle” mean

A transportation law, policy, or principle at the local, state, regional, or federal level that ensures the safe and adequate accommodation, in all phases of project planning, development, and operations, of all users of the transportation network, including pedestrians and transit riders of all ages and abilities, bicyclists individuals with disabilities, motorists, and freight vehicles; and

WHEREAS, streets that are not designed to provide safe transport for **all** users present a danger to pedestrians, bicyclists, and riders of public transportation, most especially children, older adults, and people with disabilities; and

WHEREAS, Complete Streets are essential in providing safe routes to school for children; and

WHEREAS there has been a drop in motorized fatalities since 2006, but there has not been a corresponding drop in non-motorized fatalities, and

WHEREAS, pedestrians and bicyclists now account for 30% of the region’s transportation fatalities, and

WHEREAS, Complete Streets will support the regional goal of reducing injuries and deaths on our streets, and

WHEREAS, streets are a key public space, shape the experience of residents and visitors to the Washington Region, directly affect public health and welfare, and provide the framework for current and future development; and

WHEREAS, the Transportation Planning Board wishes to encourage walking, bicycling, and the use of public transportation as safe, convenient, environmentally friendly, and economical modes of transportation that promote health and independence for all people; and

WHEREAS, sedentary lifestyles and limited opportunities to integrate exercise into daily

activities are factors contributing to increased obesity among adults and children and numerous correlated adverse health consequences; and

WHEREAS, Complete Streets will support federal and regional public health efforts by providing opportunities to integrate exercise into daily activities, and

WHEREAS, Complete Streets will support efforts to reduce ground level pollution, greenhouse gas emissions, and decreases noise pollution, and

WHEREAS, a network of Complete Streets is safer and more appealing to residents and visitors, which will enhance retail and commercial development, and

WHEREAS, the one-third of Americans who do not drive include a disproportionate number of older adults, low-income people, minorities, people with disabilities, and children, and the inequitable distribution of safe alternative means of travel adversely affects their daily lives; and

WHEREAS, the dramatic increase in the population of older and very old adults that will be seen by 2020 and 2030, requires that changes be made now to street design and transportation planning; and

WHEREAS, a network of Complete Streets will allow more people – particularly people with disabilities, older adults, children under 16, and those without cars – to get out and stay connected to the community, and

WHEREAS, the Transportation Planning Board recognizes that the careful planning and coordinated development of Complete Streets infrastructure offers long-term cost savings for local and state government, benefits public health, and provides financial benefits to property owners, businesses, and investors, while creating a safe, convenient, integrated transportation network appropriate for the land use or the context of the street; and

WHEREAS, the TPB's *Bicycle and Pedestrian Plan for the National Capital Region* (2010), COG's *Region Forward* (2010) and the TPB *Vision* (1998) promote goals linked to Complete Streets, such as

- Convenient bicycle and pedestrian access
- Making the region's transportation facilities safer, more accessible and less intimidating for pedestrians, bicyclists, and persons with special needs
- Improved internal mobility with reduced reliance on the automobile within the regional core and within regional activity centers
- Increased transit, ridesharing, bicycling and walking mode shares
- improved pedestrian and bicycle safety, walkable mixed-use communities, community connectivity, and reduced reliance on driving, and

WHEREAS, the Transportation Planning Board desires that its streets form a comprehensive and integrated transportation network promoting safe, equitable, and convenient travel for users while preserving flexibility, recognizing community context, and using the latest and best guidelines and standards, and

WHEREAS, many but not all of the TPB's member jurisdictions have approved *Complete Streets* policies, or are in the process of revising existing policies, and,

WHEREAS, the TPB wishes to encourage its member jurisdictions to adopt their own *Complete Streets* policies that incorporate common elements which the TPB believes represent current best practices, and

WHEREAS, on June 15th, 2011 the Citizens Advisory Committee requested that the TPB develop and approve a regional policy on Complete Streets, and

WHEREAS, on June 15th, 2011 the Citizens Advisory Committee recommended, and the TPB Chair requested, that the Bicycle and Pedestrian Subcommittee advise the development of a regional policy on Complete Streets with input from the Access for All Subcommittee, the Bus Subcommittee, the Citizens Advisory Committee, and members of the general public, and

WHEREAS, the Bicycle and Pedestrian Subcommittee of the TPB Technical Committee, which includes bicycle and pedestrian planners from the TPB state and local jurisdictions and representatives of bicycle user and pedestrian organizations, has advised the development of the draft *Complete Streets Guidance and Policy Template for the National Capital Region*, and

WHEREAS, on _____, 2012, the TPB Technical Committee recommended favorable action on the *Complete Streets Guidance and Policy Template for the National Capital Region*,

NOW, THEREFORE, BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD approves the *Complete Streets Guidance and Policy Template for the National Capital Region*.