

Complete Streets Policies in the Washington Region

Complete Streets Stakeholders Workshop

January 30, 2012

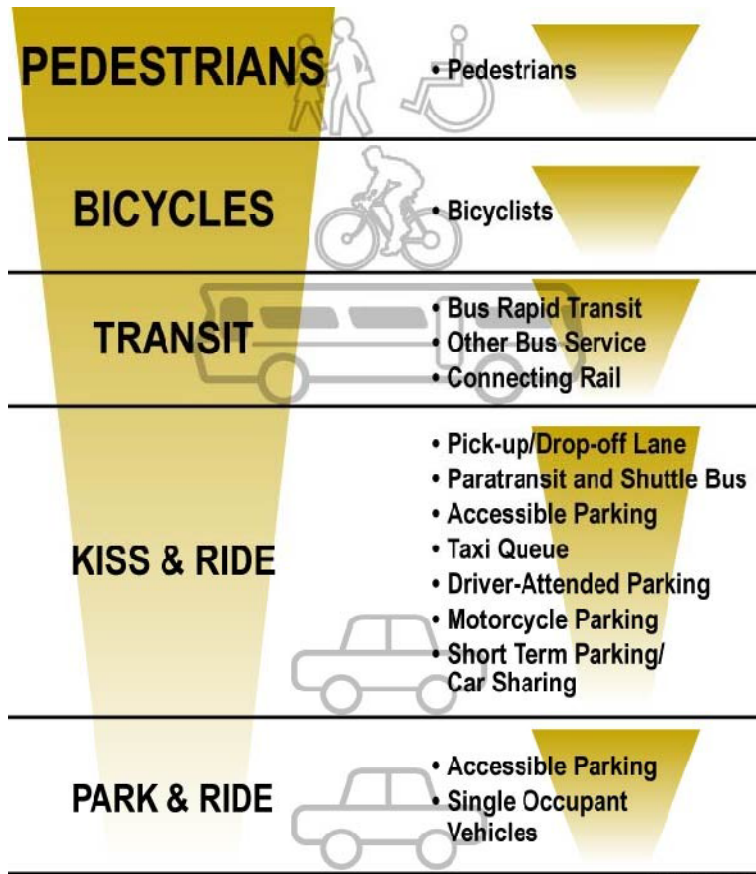
		Document	Date Adopted	Excerpts
National	FHWA	<u>United States Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations</u>	March 15, 2010	<p>Policy Statement</p> <p>The DOT policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects. 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. Because of the numerous individual and community benefits that walking and bicycling provide — including health, safety, environmental, transportation, and quality of life — transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes.</p> <p>Recommended Actions</p> <p>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.</p>

	FHWA	<p>Design Guidance Accommodating Bicycle and Pedestrian Travel: A Recommended Approach</p> <p>A US DOT Policy Statement Integrating Bicycling and Walking into Transportation Infrastructure</p>	April 2011	<p>Policy Statement</p> <p>1. Bicycle and pedestrian ways shall be established in new construction and reconstruction projects in all urbanized areas unless one or more of three conditions are met:</p> <ul style="list-style-type: none"> • bicyclists and pedestrians are prohibited by law from using the roadway. In this instance, a greater effort may be necessary to accommodate bicyclists and pedestrians elsewhere within the right of way or within the same transportation corridor. • the cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use. Excessively disproportionate is defined as exceeding twenty percent of the cost of the larger transportation project. • where sparsity of population or other factors indicate an absence of need.
State	DDOT	DEPARTMENTAL ORDER NO. 06-2010	October 18, 2010	<p>I. Policy</p> <p>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;</p>
	Maryland	Annotated Code of Maryland Transportation Volume, Title 2, Subtitle 6, Section 2-602		<p>“The General Assembly finds that it is in the public interest for the State to include enhanced transportation facilities for pedestrians and bicycle riders as an essential component of the State’s transportation system, and declares that it is the policy of the State that:</p> <p>(1) Access to and the use of transportation facilities by pedestrians and bicycle riders shall be considered and best engineering practices regarding the needs of bicycle riders and pedestrians shall be employed in all phases of transportation planning, including highway design, construction, reconstruction, and repair as well as expansion and improvement of other transportation facilities.”</p>

	VDOT	Policy for Integrating Bicycle and Pedestrian Accommodations	March 2004	<p>“The Virginia Department of Transportation (VDOT) will initiate all highway construction projects with the presumption that the projects shall accommodate bicycling and walking</p> <p>Exceptions to the Provision of Accommodations Bicycle and pedestrian accommodations should be provided except where one or more of the following conditions exist:</p> <ul style="list-style-type: none"> • scarcity of population, travel, and attractors, both existing and future, indicate an absence of need for such accommodations • environmental or social impacts outweigh the need for these accommodations • safety would be compromised • total cost of bicycle and pedestrian accommodations to the appropriate system (i.e., interstate, primary, secondary, or urban system) would be excessively disproportionate to the need for the facility • purpose and scope of the specific project do not facilitate the provision of such accommodations (e.g., projects for the Rural Rustic Road Program) • bicycle and pedestrian travel is prohibited by state or federal laws
Local	City of Alexandria	City Council Resolution 2444	April, 2011	<p>the Department of Transportation and Environmental Services shall make Complete Streets practices a routine part of everyday operations, shall use transportation programs and projects identified in Small Area Plans, development cases, and City maintenance and Capital Projects, to improve the transportation network for all users and shall work in coordination with other departments, agencies, and jurisdictions to achieve Complete Streets to the maximum extent possible throughout the City.</p>
	Arlington	Arlington Master Transportation Plan	November 2007	<p>General Policy B. Support the Design and Operation of Complete Streets <i>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.</i></p> <p>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 take into account the scale and character of the streets’ setting. Transportation performance measurement will shift from an emphasis on the traditional vehicle “Level of Service” to emphasis on multimodal “Quality of Service.”</p>
	Fairfax	Tysons Corner	June 2010	<p>The Comprehensive Plan for the Tysons Corner Urban Center calls for "Compete</p>

	County	Comprehensive Plan		Streets" in Tysons Corner
	Frederick County	Comprehensive Plan Chapter 6	April 2010	“An important purpose of this chapter is the consideration of all modes of transportation in addressing the mobility needs of the county. This is a departure from previous County plans that focused solely on highways” Adoption of a Complete Streets ordinance is recommended.
	Loudoun County	Countywide Transportation Plan, Chapter 4	2010	“Bicycle and pedestrian accommodations will be addressed as part of each stage of planning, design, and implementation, beginning with the scoping stage of all transportation projects.”
	Montgomery County	Road Code (Bill 4806), Article II, page 26	2007	“Each County road and street must be designed so that the safety and convenience of all users of the roadway system - including pedestrians, bicyclists, transit users, automobile drivers, commercial vehicles and freight haulers, and emergency service vehicles - is accommodated. Each road and street must facilitate multi-modal use and assure that all users can travel safely in the public right of way.”
	Prince George’s County	Countywide Master Plan of Transportation Chapter IV, pp. 8-10	November 2009	<p>Policy 1: Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers.</p> <p>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.</p> <p>Policy 3: Small area plans within the Developed and Developing Tiers should identify sidewalk retrofit opportunities in order to provide safe routes to school, pedestrian access to mass transit, and more walkable communities.</p> <p>Policy 4: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO <i>Guide for the Development of Bicycle Facilities</i>.</p> <p>Policy 5: Evaluate new development proposals in the Developed and Developing Tiers for conformance with the complete streets principles.</p>

				<p>Policy 6: Work with the State Highway Administration and the Prince George’s County Department of Public Works and Transportation to develop a complete streets policy to better accommodate the needs of all users within the right-of-way.</p>
	Prince William County	RD2.12 Amendmend the Zoning Ordinance and DCSM		<p>Permits Complete Streets design within walkable communities and town centers, such as projects within centers of community and centers of commerce.</p>
	City of Rockville	Complete Streets Policy	July 2009	<p>II. Policy Statement The Complete Streets policy of the “City of Rockville” is developed to provide guidance for its residents, decision makers, planners and designers to ensure that multimodal elements are incorporated into all transportation improvement projects.</p> <ul style="list-style-type: none"> • 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.
Regional	WMATA	Station Site and Access Planning Manual – Access Hierarchy	May 2008	<p>Pedestrians: For the safety of all transit customers, pedestrians should be provided the highest priority in station site and access planning. Bicycles: To encourage the use of this efficient and environmental friendly mode of access, bicycles are given priority over all motorized vehicular access.</p>



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