

# Draft Regional Complete Streets Policy<sup>1</sup>

## Definitions

- (1) COMPLETE STREET.—The term “complete street” means a roadway that safely accommodates all travelers, particularly public transit users, bicyclists, pedestrians (including individuals of all ages and individuals with mobility, sensory, neurological, or hidden disabilities), motorists and freight vehicles, to enable all travelers to use the roadway safely and efficiently.
- (2) COMPLETE STREETS POLICY; COMPLETE STREETS PRINCIPLE.—The terms “complete streets policy” and “complete streets principle” mean
  - (A) 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 and development, of all users of the transportation system, including pedestrians, bicyclists, public transit users, children, older individuals, individuals with disabilities, motorists, and freight vehicles; and
  - (B) The consideration of the safety and convenience of all users in all phases of project planning and development.

## Proposed Complete Streets Policy of the National Capital Region Transportation Planning Board

*Beginning on the effective date of this policy, all federally funded transportation projects under the jurisdiction of the National Capital Region shall accommodate the safety and convenience of all users in accordance with Complete Streets principles.*

## Inclusions

1. All projects funded through the Transportation Improvement Program shall accommodate the safety and convenience of all users in accordance with Complete Streets principles. Sidewalks, shared use paths, street crossings, pedestrian signals, signs, street furniture, transit stops and facilities, and all connecting pathways should be designed, constructed, operated and maintained so that all modes, including pedestrians, bicyclists, transit vehicles and users, freight vehicles, motorists, and people with disabilities, can travel safely and independently.
2. Complete Streets principles shall apply to new road construction and road modification projects, including design, planning, construction, reconstruction, rehabilitation, maintenance, and operations, for the entire right-of-way. In particular,

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<sup>1</sup> Adapted from the relevant sections the federal complete streets bill, S584 Complete Streets Bill of 2009.

- The design and construction of new facilities should anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements.
  - Transportation projects should address the need for bicyclists and pedestrians to cross corridors as well as travel along them. Even where bicyclists and pedestrians may not commonly travel along a corridor that is being improved or constructed, they will likely need to be able to cross that corridor safely and conveniently. Therefore, the design of intersections and interchanges shall accommodate bicyclists and pedestrians in a manner that is safe, accessible and convenient.
  - Transportation projects should address the need for pedestrians and bicyclist to access transit. Transit users rely on walking and cycling to link transit stops with destinations and special attention must be given to facilities near transit for traveling along roads, crossing roadways, and connectivity to destinations.
3. Improvements for the safe and convenient travel by pedestrians or bicyclists on and across streets shall be fully assessed, considered, and documented as a routine element of pavement resurfacing projects
  4. Transportation projects shall comply with up-to-date design standards, particularly standards relating to providing access for individuals with disabilities
  5. Complete Streets principles should be applied in due consideration of the urban, suburban, or rural context in which a project is located. While all users should be accommodated, modal priorities may vary by area and facility. One size does not fit all.

### **Exemptions**

1. This policy shall not apply to a new road construction or modification project for which, as of the effective date of the adoption of the policy, at least 30 percent of the design phase is completed.
2. An affected roadway prohibits, by law, use of the roadway by specified users, in which case a greater effort shall be made to accommodate those specified users elsewhere, including on roadways that cross or otherwise intersect with the affected roadway.
3. The cost to the exempted project in achieving compliance with the applicable complete streets policy would be excessively disproportionate (as defined in the 2001 US Department of Transportation Guidance on Accommodating Bicycle and Pedestrian Travel), as compared to the need or probable use of a particular complete street; or
4. The existing and planned population and employment densities or level of transit service around a particular roadway are so low that there is a documented absence of a need to implement the applicable complete streets policy,

5. Project-specific exemptions shall be approved by a senior manager of the responsible agency.

### **Documentation and Reporting**

1. Transportation Planning Board staff shall conduct an annual survey of the TPB member agencies regarding their adoption and implementation of the regional and agency Complete Streets policies.
2. Transportation Planning Board member agencies will be encouraged to report on an annual basis their progress on implementation of the regional Complete Streets policy as well as their agency policies.

### **Promotion**

1. Each Transportation Planning Board member agency and jurisdiction is encouraged to adopt its own Complete Streets policy.
2. As feasible, the Washington Region will conduct training on Complete Streets best practices for personnel responsible for the design, construction, and maintenance of streets.