

DRAFT

Complete Streets Policy for the National Capital Region

4/6/2012
TPB Technical Committee
Item #3

I. Background

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 enhance economic development and promote physical activity, health and independence for all people. These goals are embodied in the TPB's *Bicycle and Pedestrian Plan for the National Capital Region* (2010), COG's *Region Forward* (2010) and the TPB *Vision* (1998). The TPB also believes that the most cost-effective way to accommodate pedestrians, bicyclists, and transit users is to integrate them into the design of transportation facilities from the beginning, rather than retrofit facilities to accommodate them later.

On June 15th, 2011 the Citizens Advisory Committee requested that the TPB develop and approve a regional policy on Complete Streets, and the TPB Chair directed staff to work with the relevant subcommittees to create a proposal. The resulting *Complete Streets Policy and Guidance* documents have been drafted with extensive on input from the Bicycle and Pedestrian Subcommittee, the Citizens Advisory Committee, the Bus Subcommittee, the Freight Subcommittee, a Stakeholders Workshop, and the TPB Technical Committee.

II. Definitions

(1) COMPLETE STREET.—The term “complete street” means

A transportation facility that safely and adequately accommodates motorized and non-motorized users, including pedestrians, bicyclists, motorists, freight vehicles, emergency vehicles, and transit riders of all ages and abilities, in a manner appropriate to the function and context of the facility.

(2) COMPLETE STREETS POLICY.—The term “complete streets policy” means

A directive 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, freight vehicles, and emergency vehicles, in a manner appropriate to the function and context of the relevant facility.

(3) COMPLETE STREETS PRINCIPLE;—The term “complete streets principle” means
A specific component of a Complete Streets policy.

III. 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 constitute current best practices, as represented by the attached *Complete Streets Guidance and Policy Template*.

IV. Documentation and Reporting

1. Within 120 days of the adoption of this policy, and every two years thereafter, Transportation Planning Board staff shall conduct a survey of the TPB member agencies regarding their adoption and implementation of Complete Streets policies.
2. Within 120 days of the adoption of this policy, and every two years thereafter, Transportation Planning Board member agencies shall report in the regional Bicycle and Pedestrian Project Database on the pedestrian and bicycle facilities that have been newly created or substantially improved.
3. Within one year of the adoption of this policy, implementation of Complete Streets principles will be documented in the regional Transportation Improvement Program, using the attached TIP submission form. Agencies shall indicate which users shall be accommodated as part of the transportation project, and if a user group will not be accommodated the agency shall indicate the reason why it will not be accommodated.
4. Within two years of the adoption of this policy, the TPB shall create a regional information clearing house, which shall provide the public access to detailed and timely information on the design of transportation projects, to enable members of the public to judge whether and how well such projects implement Complete Streets principles.

V. Promotion

With six months of the adopting of this policy, the TPB will sponsor training on Complete Streets best practices for personnel responsible for the design, construction, and maintenance of streets.