

3. Discussion and Possible Action on the RGVMPO Complete Streets Policy

Action Possible Action Information

Presenter: **Klarissa Gonzalez, Transportation Planner I**

Item Summary: RGVMPO Staff attended a Complete Streets workshop hosted by FHWA and Alliance Transportation Group on March 8th, 2023, to learn more about drafting and implementing Complete Streets policies. Using feedback provided during this workshop, RGVMPO Staff drafted a regional Complete Streets policy. Staff will conduct public involvement to ascertain feedback on this policy, then will implement as necessary and present the final version to the Transportation Policy Board for approval in June. This policy is intended to represent a commitment by Policy Board members to plan, design, and construct Complete Streets throughout the region, as contextually appropriate.



RGVMPO

Complete Streets Policy

RGVMPO Complete Streets Policy

Background

On November 15th, 2021, President Joe Biden signed the Infrastructure Investment and Jobs Act (IIJA) Public Law 117-58, also commonly known as the Bipartisan Infrastructure Law (BIL). BIL Section 11206 dictates that all MPO's must conduct specified Complete Streets planning activities, with the term "Complete Streets standards or policies" defined as "Standards or policies that ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles."

Furthermore, a survey conducted in FY 2022 among RGVMPO Bicycle and Pedestrian Advisory Committee (BPAC) members identified Complete Streets as a top priority for the MPO, and the Active Transportation Plan, adopted by the RGVMPO's Transportation Policy Board on 12/10/2020, identified only one municipality in the region which had an existing Complete Streets Policy, thus signaling both a demand and a need for a regional policy.

Definition

Complete Streets are streets, highways, bridges, and facilities that are planned, designed, constructed, operated, and maintained for the needs and safety of all users across the entire public right-of-way. This includes users of all ages and abilities who are walking; using powered, street-legal vehicles such as cars, trucks, motorcycles, buses, or scooters; bicycling; using transit; and shipping freight. Complete Streets also integrate contextually appropriate green infrastructure techniques.

Policy Statement

The RGVMPO seeks to achieve the regional vision of a safe, balanced, regional multimodal transportation system that is coordinated with land use planning, supports equitable access to opportunities, and protects the environment. This vision can be furthered through the implementation of Complete Streets and contextually appropriate solutions.

The RGVMPO promotes the development of Complete Streets throughout the region and encourages all local jurisdictions to adopt and implement Complete Streets policies.

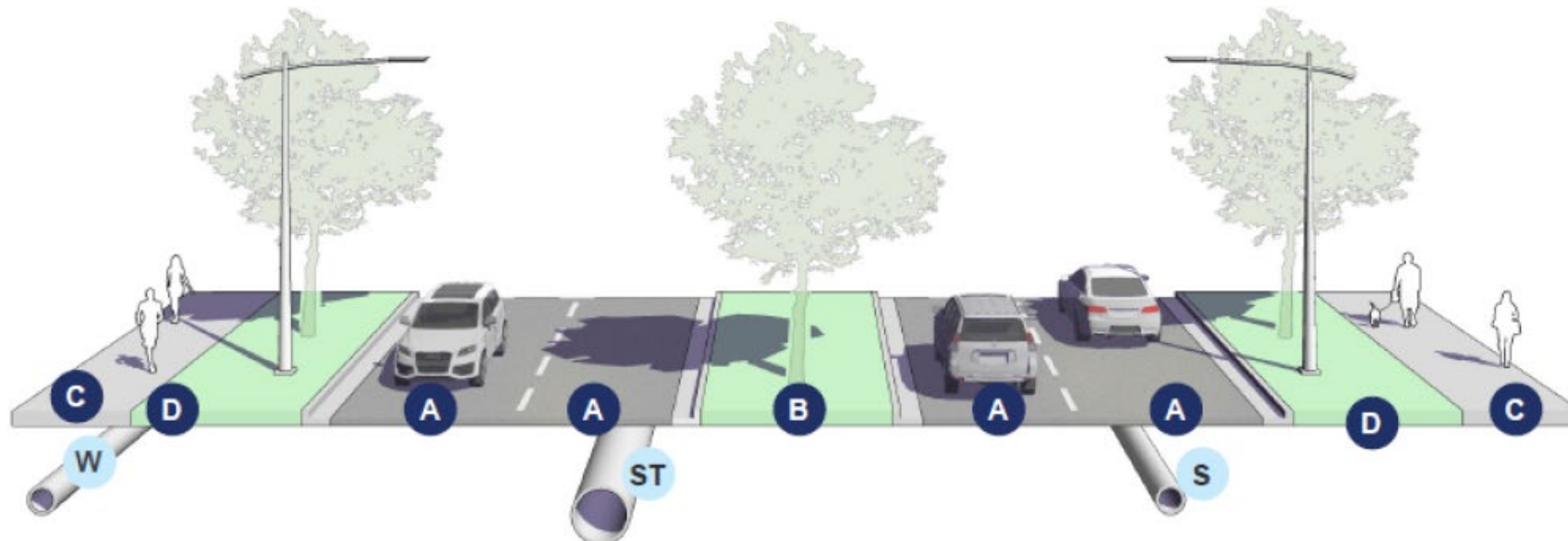
This Complete Streets Policy applies to the following:

1. All RGVMPO planning activities that involve public rights-of-way, including the Metropolitan Transportation Plan (MTP).
2. Any activities conducted by the RGVMPO to program federal funds for projects in the Transportation Improvement Program (TIP).

Complete Streets Policy Definition

A Complete Streets Policy is a policy that plans for **equitable transportation networks** that **prioritize safety, comfort, and connectivity** to destinations for **people of all ages and abilities**.

Figure 9.7: Suburban Minor Arterial Cross Section



Regional Complete Streets Policy Review

Per the Bipartisan Infrastructure Law (BIL), Section 11206, the MPO must spend at least 2.5% of PL funds to carry out Complete Streets planning activities intended to ensure that constructed roads are safe and equitable for all users.

Bipartisan Infrastructure Law Section 11206 – Complete Streets

On February 23, 2022, the RGV MPO Policy Board was in agreement to work on a Regional Complete Streets Policy. On May 25, 2022, the Policy Board adopted UPWP Amendment #2, allocating \$120,000 in PL funds to Complete Streets planning activities over the remainder of the two-year budget period.



Regional Complete Streets Policy Update

- RGVMPO Staff has engaged regional stakeholders regarding existing and future Complete Streets policies in the region and discussed strengths and weaknesses.
- Staff completed an inventory of existing Complete Streets Policies adopted by municipalities in the region.
- Staff produced a “RGVMPO Complete Streets Policy”
- Staff is preparing for public involvement and will present an updated policy incorporating feedback for approval by the Policy Board.



RGVMPO Complete Streets Policy

- **Background** – a focus on Complete Streets is Federally Mandated
- **Definition** – as defined in the Bipartisan Infrastructure Law
- **Policy Statement** – Regional vision of safe multimodal transportation
 - *Requirements*
 - *Recommendations*
 - *Current Best Practices and Design Guidance*
 - *Exceptions*
- **Performance Measures** – Monitored use with bike/ped counter data
- **Implementation** – Review project applications and monitor current projects for compliance with the policy



RGVMPO Complete Streets Policy Milestones



Technical
Advisory
Committee
Input

May 11th



Public
Involvement

May 11th to
June 11th



Transportation
Policy Board
Input

May 31st



Technical
Advisory
Committee
Input

May 11th



Policy Approval

June 28th



Policy
Implementation





RGVMPO Complete Streets Policy Open for Discussion

Contact Information

Klarissa Gonzalez

Transportation Planner I

kgonzalez@RGVMPO.org