

Briefing on a Draft Green Streets Policy for the National Capital Region



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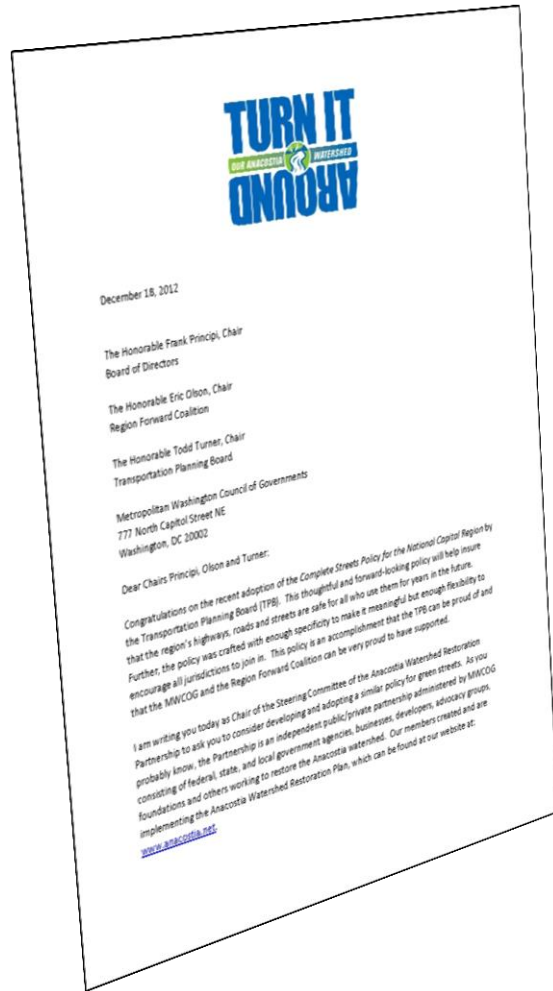
Transportation Planning Board
January 15, 2014

The Green Streets Package

- Draft Green Streets Policy for the National Capital Region
- Supporting Materials:
 - Attachment A: Green Streets Guidance
 - Attachment B: Green Streets Resources
 - Inventory of Green Streets Policies in the Washington Region



Background on Request for TPB to Look at Green Streets



- December 18, 2012 letter from Anacostia Watershed Restoration Partnership
- Offered congratulations on the regional Complete Streets policy
- Suggested development of a similar Green Streets policy
 - Cited Prince George's County Complete Streets/Green Streets policy as an example

Development Process

- Transportation and Environment Programs staff worked together on a draft Green Streets policy
- Regional Inventory of Green Streets Policies*
 - Shows policies relating to Green Streets in the TPB member jurisdictions
 - Identified context and resources for a regional policy
- Green Streets Workshop April 8th
 - 90 people attended
 - Provided technical input



*Source: COG's Climate Energy and Environment Policy Committee (CEEPC) Annual Survey and pertinent websites (January and August 2013)

Review Process

- Review Period: September-December 2013
 - Committees briefed
 - TPB Technical Committee 9/6, 11/1
 - Anacostia Watershed Management Committee 9/12
 - Bicycle and Pedestrian Subcommittee 9/17
 - Climate Energy and Environmental Policy Committee 9/25
 - Citizens Advisory Committee 10/10
 - Comments received from stakeholders
- DTP and DEP Staff revised draft Policy based on comments



Draft Green Streets Policy for the National Capital Region

- Purpose similar to TPB's *Complete Streets Policy for the National Capital Region* (May 2012)
 - Promote the adoption of Green Streets policies and practices by the TPB member jurisdictions and agencies
 - Provides resources and examples



Definition of Green Streets

“Green Streets are an alternative to conventional street drainage systems designed to more closely mimic the natural hydrology of a particular site by infiltrating all or a portion of local rainfall events. A green street uses trees, landscaping, and related environmental site design features to capture and filter stormwater runoff within the right of way, while cooling and enhancing the appearance of the street.”



Policy Statement

“The National Capital Region Transportation Planning Board endorses the concept of Green Streets and strongly encourages its member jurisdictions and agencies that do not already have a Green Streets policy, or who are revising an existing policy, to adopt a Green Streets policy that includes common elements that the TPB believes reflect current best practices, such as the attached *A: Green Streets Guidance* and *B: Green Streets Resources*.”



Attachment A: Green Streets Guidance

- Elements of an ideal policy
 - Includes a vision for how and why
 - Covers all transportation facilities.
 - Applies to both new and retrofit projects
 - Makes any exceptions specific
 - Use latest and best design standards
 - Context sensitive
 - Performance standards
 - Specific next steps for implementation



- Sample Policy Statement

Beginning on the effective date of this policy, all (insert jurisdiction or agency) financed and approved transportation projects in (insert Jurisdiction or Agency) shall, where practicable, use trees, landscaping and related environmental site design features to capture and filter stormwater runoff within the right of way, in a manner appropriate to the function and context of the facility.

Attachment B: Green Streets Resources

Purpose:

- Aid to local governments in drafting their own Green Streets principles, standards and procedures

Includes:

- Definition of Green Streets
- Benefits
- Sample Treatments
- Sample Policies
- Guidebooks, Standards and Manuals
- Other resources



Follow-On Actions

- Documentation and Reporting
 - Within six months of adoption, conduct a survey of TPB member jurisdictions and agencies within six months and every two years thereafter
 - Within two years, include information on the Green Streets features of transportation projects in the regional information clearing house
- Promotion
 - Within six months of adoption, sponsor training on Green Streets



Next Steps

- A. Presented Today for TPB Review and Comment
- B. Anticipate approval by TPB at February 19th meeting



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