



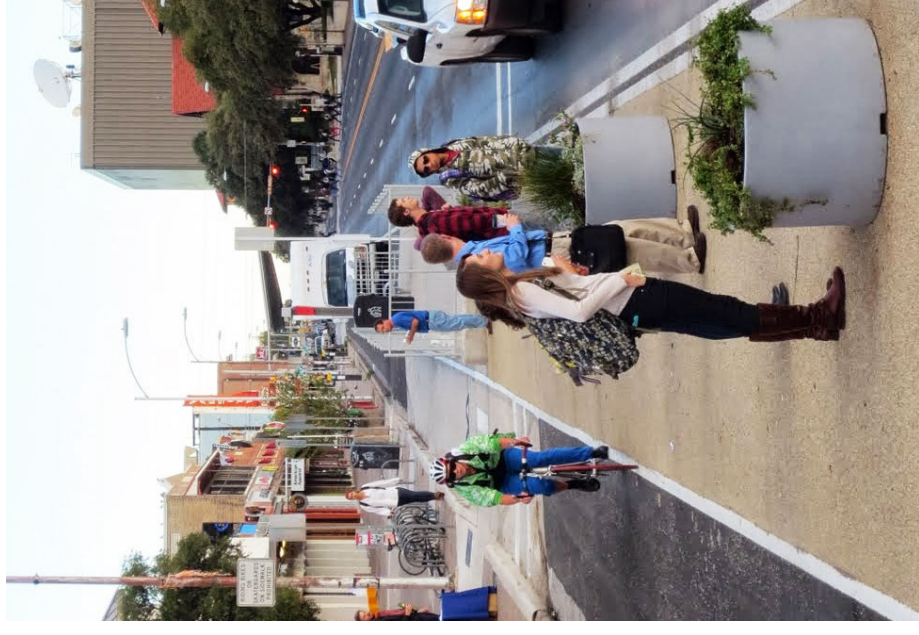
# Complete Streets Stakeholder Meeting

April 23, 2019



# Agenda

- Introduction
- What are Complete Streets?
- What are the benefits?
- What is a Complete Streets policy?
- Where does Howard County's Complete Streets policy currently stand?
- What are our next steps?





# Council Resolution 35-2016

## Howard County Complete Streets Statement:

To ensure that Howard County is a place for individuals of all backgrounds to live and travel freely, safely, and comfortably, public and private roadways in Howard County shall be safe and convenient for residents of all ages and abilities who travel by foot, bicycle, public transportation or automobile, ensuring sustainable communities Countywide.





# WHAT ARE COMPLETE STREETS?



Complete Streets are safe, comfortable, and convenient for travel for **everyone**, regardless of age or ability – by walking, bicycling, driving, or riding public transportation.





## Complete Streets ...

- Consider the context of the community, so one size doesn't fit all
  - This is especially important in Howard County, with its wide range of contexts from rural to suburban to urban
- Don't mean that every street has sidewalks, bike lanes, and transit
- Come in all shapes and sizes, such as ...



# Rural roads with shared use paths



# Paved shoulders





# Low traffic, shared residential streets



# Narrower residential streets



# Main Streets



# Shared commercial streets



# Protected bike lanes



# Dedicated transit routes





# WHAT ARE THE BENEFITS?

Communities across the country have benefited from Complete Streets in many ways. Here are a few:



# The economy

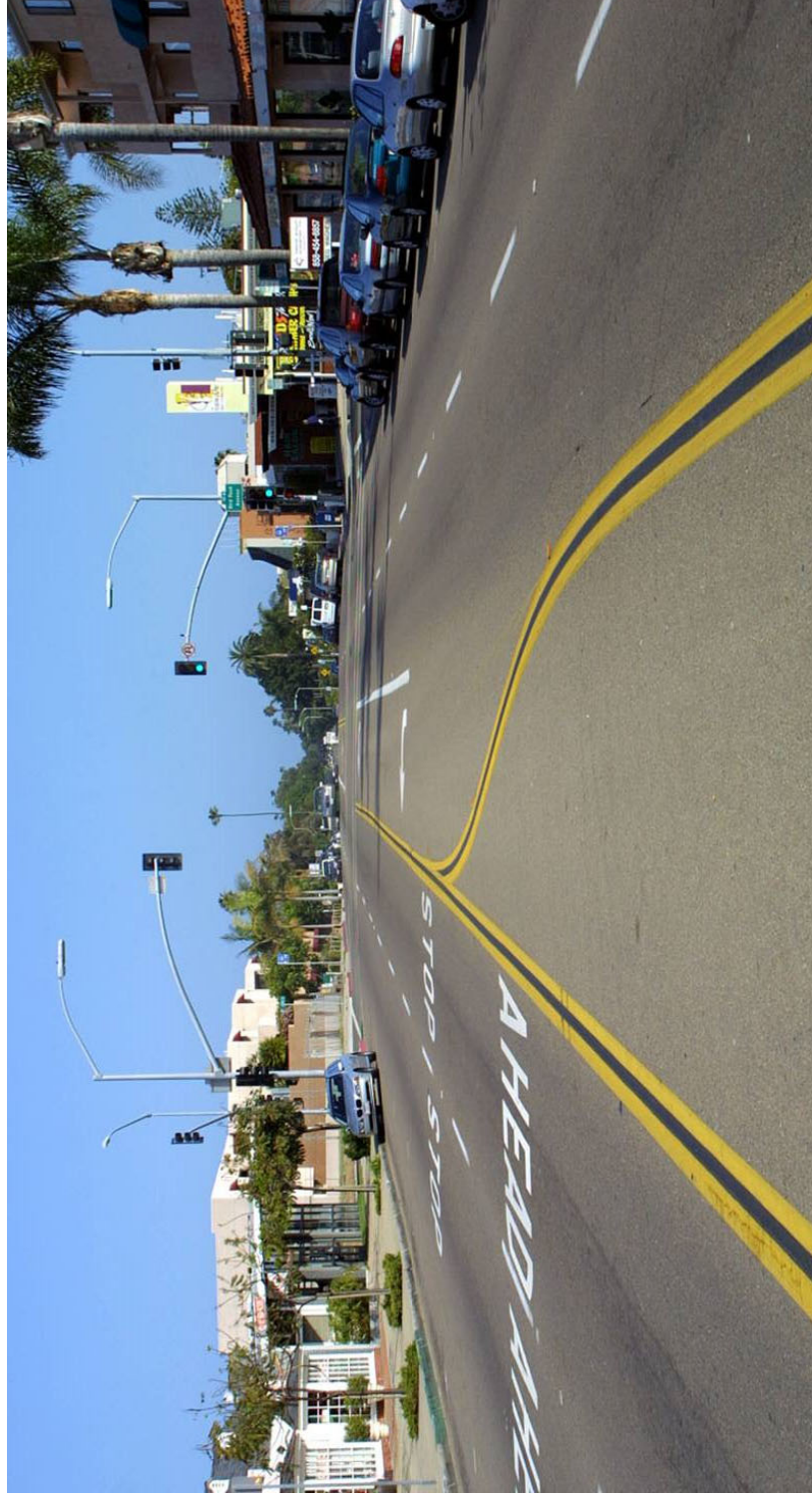
Even modest investments in Complete Streets across the country have created jobs, reduced retail vacancies, and increased property values. And having travel choices reduces the amount of money a typical family spends on transportation.





# Safety

Well-designed Complete Streets keep speeds manageable, resulting in fewer and less severe crashes for everyone using the street.



# Health

People who live in walkable, bikeable communities get more exercise than those who don't, reducing the risk of obesity and chronic disease.



# Children

One of the reasons more of our children are overweight than ever before is because they have fewer opportunities for active living. Complete Streets give kids more opportunities to travel on their own, improving their physical health and mental well-being.



# Older adults

By 2025, nearly 1 in 5 Americans will be 65 or older. According to surveys, about half of all non-drivers over the age of 65 would like to get out more often. Complete Streets allow older adults to travel safely whether they're driving or not, helping them stay active in their communities.

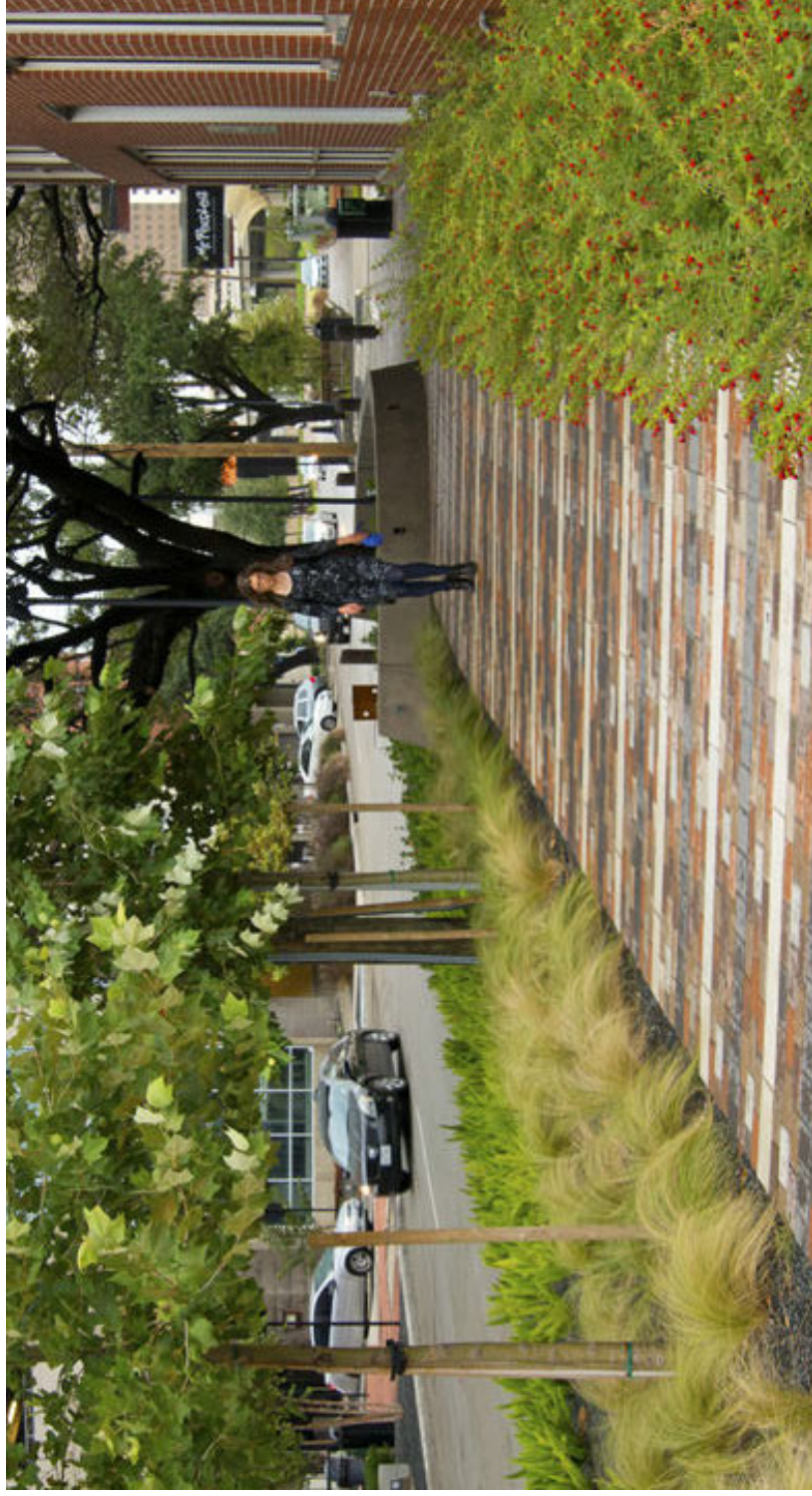


Source: *Planning Complete Streets for the Aging of America*, AARP



# The environment

Complete Streets tend to reduce emissions and noise pollution. Many projects also repurpose overly wide streets to reduce stormwater runoff.



# Equity

Lower-income folks, people of color, and older adults are disproportionately at risk in traffic crashes. Complete Streets can help.



## **Connectivity**

A connected network of Complete Streets provides a wide range of transportation choices for everyone.

## **Quality of life**

Communities with Complete Streets are happier communities, because people are more likely to know and trust each other.





# WHAT IS A COMPLETE STREETS POLICY?





## Complete Streets policies...

...ensure that the entire right-of-way is planned, designed, constructed, operated, and maintained to provide safe access for all users.



# Why have a Complete Streets policy?

- To make the needs of all users the **default** for everyday transportation planning practices
- To shift transportation investments so they create better streets **opportunistically**
- To **make streets better each time you touch them**, not just via capital planning
- To **save money** by minimizing the need for retrofits
- To gradually create a **complete network** of roads that serve all users
- To give transportation professionals **political and community support** for innovative solutions that help make active living possible





## Ten elements the County will consider in developing the policy

1. Sets a vision
2. Includes all users and all modes
3. Applies to all phases of all applicable projects
4. Specifies and limits exceptions, with management approval required
5. Understood by all agencies to cover all roads



National Complete  
Streets Coalition





## Ten elements the County will consider in developing the policy

6. Uses best and latest design standards and is flexible
7. Complements the community's context
8. Sets appropriate performance measures
9. Includes project selection criteria with an emphasis on equity
10. Focuses on clear implementation steps

***These are national best practices, but Howard County should focus on what's most important locally.***





# **WHERE DOES HOWARD COUNTY'S COMPLETE STREETS POLICY CURRENTLY STAND?**





# Current policy status

Council Resolution 35-2016:

*WHEREAS, the County Executive is organizing a working group, the Complete Streets Implementation Team, that is expected to (1) draft a comprehensive Complete Streets Policy consistent with best practices; and (2) develop a Complete Streets Design Manual (the "Design Manual") that implements the Complete Streets Policy and incorporates necessary elements from the current Howard County Design Manual, Volume III, Roads and Bridges: and*

*WHEREAS, upon completion of the Complete Streets Implementation Team's work, the County Executive is expected to submit to the County Council both the comprehensive Complete Streets Policy and Design Manual for final approval;*

*AND BE IT FURTHER RESOLVED by the County Council of Howard County, that it hereby endorses a Complete Streets policy as the road use approach for Howard County.*





# Current policy status

- 2016/2017: Complete Streets Implementation Team created draft Complete Streets policy
  - Based on best practices and peer jurisdictions
  - Included two public meetings with a broad group of stakeholders invited.
  - Draft policy posted on Office of Transportation website with public comment period
- 2017/2018: Started with Complete Streets Implementation Team and consultant on updates to Design Manual
  - Funded by grant from Baltimore Metropolitan Council.
- 2019: New Administration, new Council
  - Direction to take Complete Streets Policy to Council first, then work on Design Manual updates

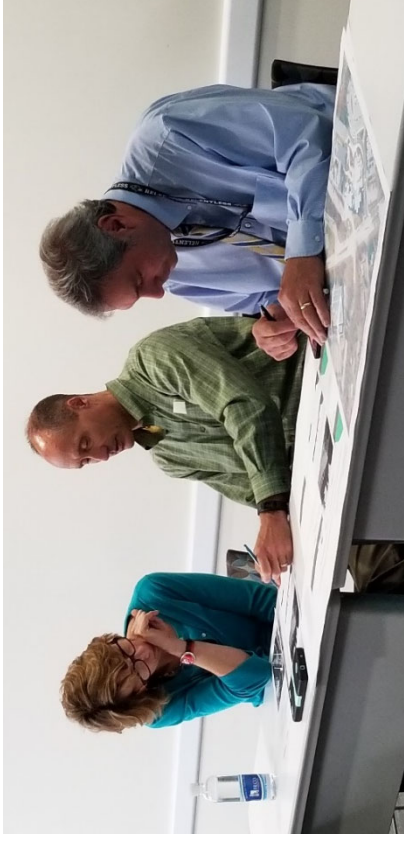


# Current policy status

Groups represented on the Complete Streets

Implementation Team:

- County Administration
- County Council
- Office of Transportation
- Department of Public Works
- Department of Planning and Zoning
- Department of Recreation and Parks
- Howard County Public Schools
- Columbia Association
- Multimodal Transportation Board
- Public Works Board











# WHAT ARE OUR NEXT STEPS?



# Next steps

	APRIL	MAY	JUNE
Complete Streets Implementation Team meetings	●	● ●	
Stakeholder meeting	WE ARE HERE 		
Multimodal Transportation Board meeting		TUESDAY MAY 28 7 PM 	
Public comment period			
Profile for County Council			 JUNE 20





**THANK YOU FOR YOUR  
PARTICIPATION!**

