



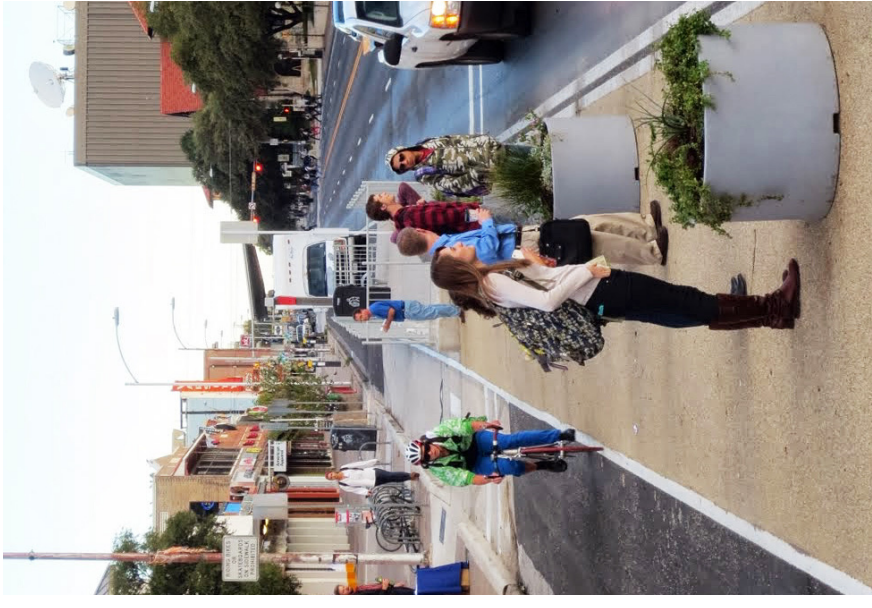
Complete Streets Implementation Team Implementation Phase: Orientation

December 11, 2019



Agenda

- Introduction
- What are Complete Streets?
- What are the benefits?
- Details of Howard County's Complete Streets policy
- The CSIT's role in implementing the policy



CSIT members

Complete Streets Implementation Team, December 2019	
Agency/Department/Group	Representative
Howard County Executive's Office	Sam Sidh
Office of Transportation	Chris Eatough
Department of Public Works, Highways	Kris Jagarapu
Department of Public Works, Engineering	Tom Auyeung*
Department of Planning and Zoning	Chad Edmondson
Department of Recreation and Parks	Paul Walsky
Howard County Council	Christiana Rigby
Howard County Public Schools Transportation	David Ramsay
Columbia Association	Jessica Bellah
Multimodal Transportation Board	Larry Schoen
Public Works Board	Cory Summerson
Howard County General Hospital	David Nitkin*
Private Sector Engineer	Carl Gutschick (GLW)*
Equity Representative	Jeannine Giffin*

* indicates new member

Green indicates Howard County Government Representative





Howard County Complete Streets Policy

Council Resolution 120-2019,

Adopted October 7, 2019

Vision:

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





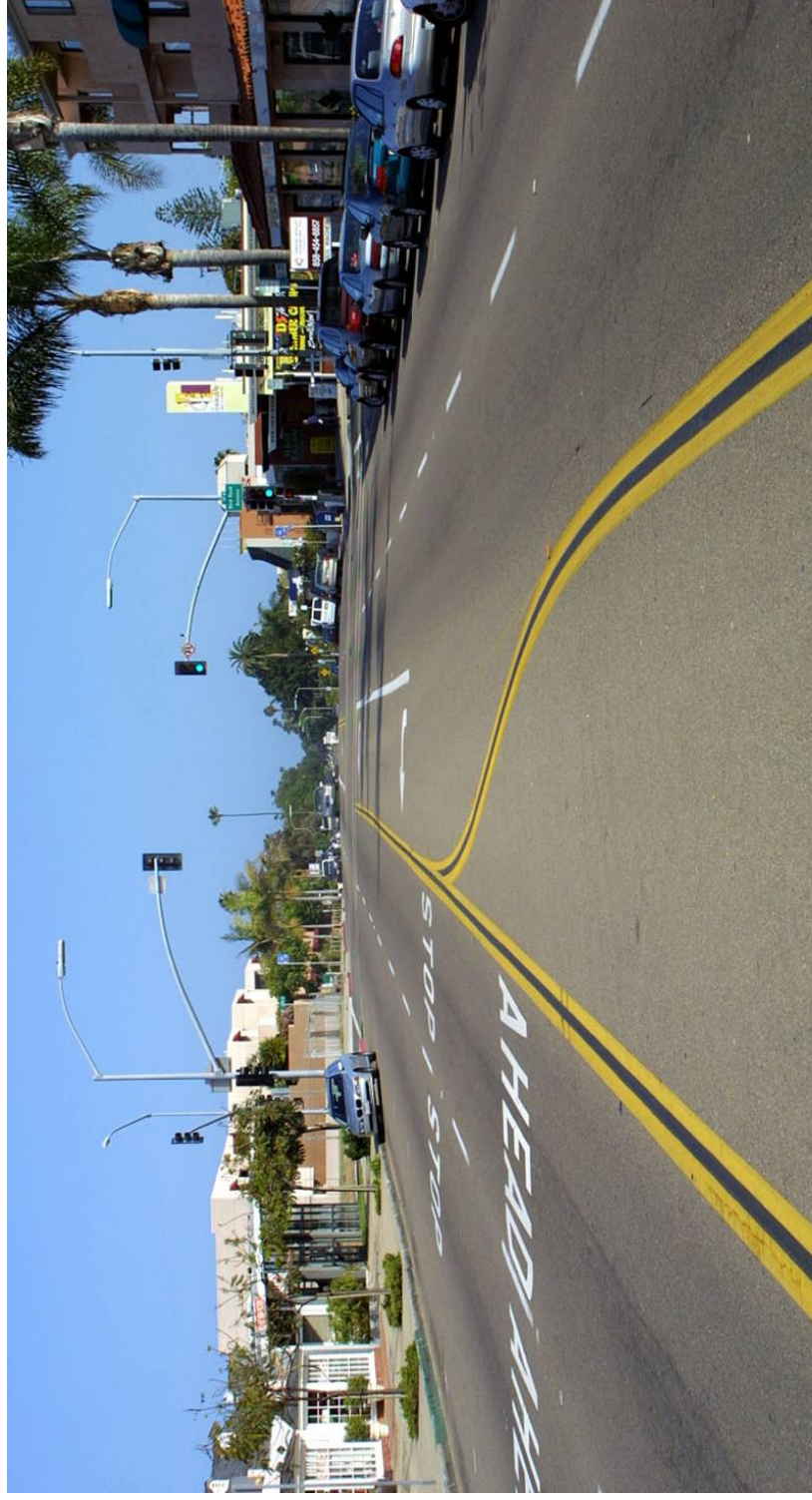
WHAT ARE THE BENEFITS?

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



Safety

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



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.



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.

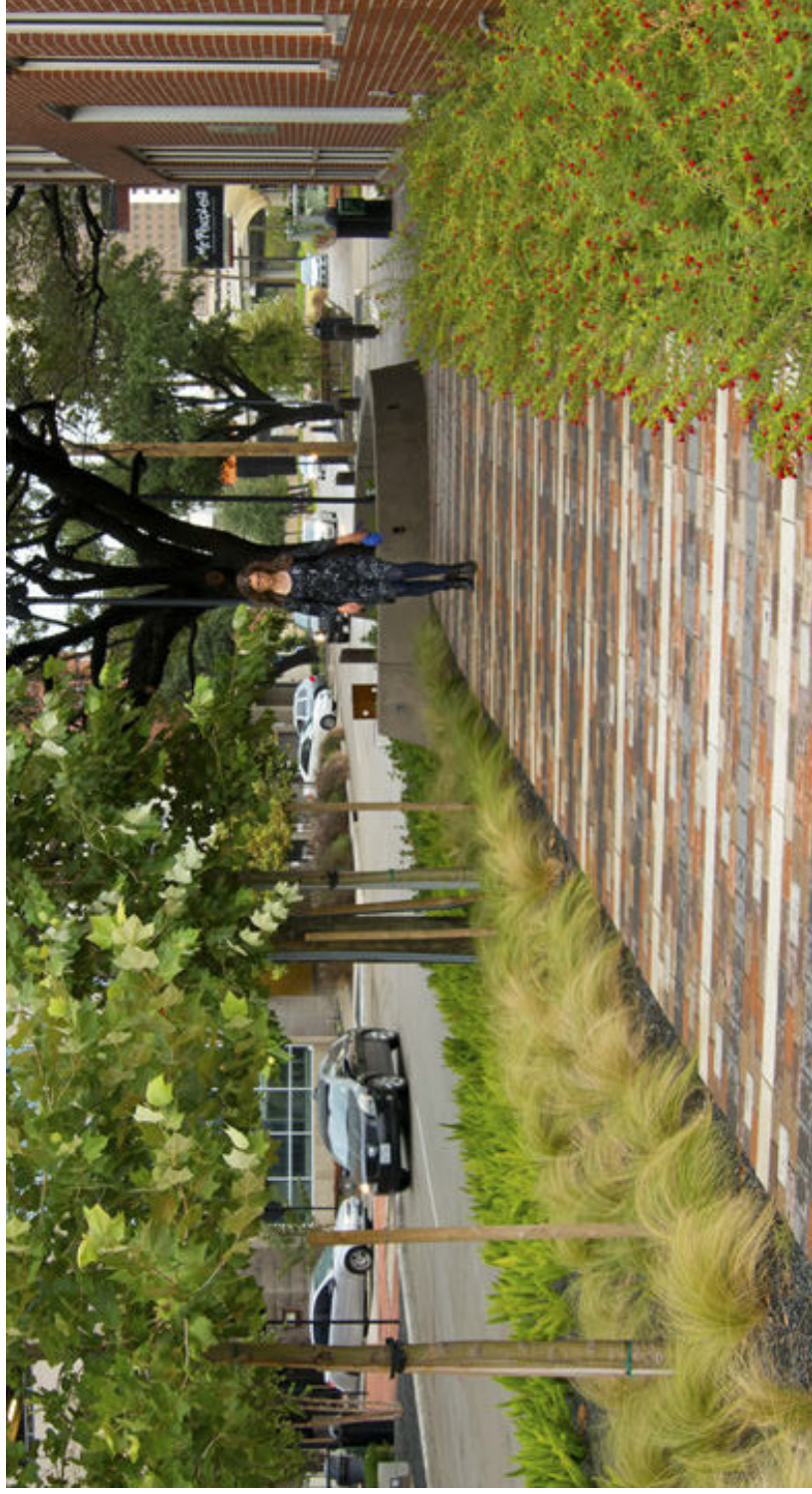


Source: *Planning Complete Streets for the Aging of America*, AARP



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.





DETAILS OF HOWARD COUNTY'S COMPLETE STREETS POLICY





Complete Streets policy

- The purpose of the Complete Streets policy is to update the County's practices to ensure that streets are planned, designed, built, operated, and maintained for the benefit of everyone
- The policy has ten elements to make that happen





Complete Streets policy

1. Vision

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.





Complete Streets policy

2. Scope

- All types of transportation projects
- Both County capital projects and private development projects
- Ultimately, create a continuous, connected network of Complete Streets





Complete Streets policy

3. Exceptions

- Exceptions may be considered when:
 - An accommodation that is not necessary on corridors where specific user groups are prohibited;
 - A justifiable absence of current and future need exists and is not recommended in any existing planning documents;
 - A project of equivalent scope and schedule exists or is already programmed for funding within the next five years to provide connectivity for all users; or
 - Cost of accommodation or degree of impact is grossly disproportionate to the need or probable use.





Complete Streets policy

- 4. Conflicting or competing needs**
 - Provides guidance on trade-offs between modes of travel, prioritizing safety
 - Support for investment in traditionally underserved communities
- 5. Creating a network**
 - Describes importance of a network, requiring coordination with other jurisdictions





Complete Streets policy

6. Coordination and engagement

- Charges the County with development of public outreach procedures that reach all communities

7. Design guidelines

- Charges the County with updates to design guidance in accordance with best practices for multimodal street design





Complete Streets policy

8. Context sensitivity

- The level of improvements should take into consideration roadway classification, land use, and adopted plans
- Consider the scale and character of the community
- Projects should reflect the desires of affected communities
- “At the planning phase of a capital project, before scope and budget are finalized, the County will obtain public input to identify transportation needs related to all modes of travel. Input will explicitly be sought from traditionally underrepresented populations in the project area.”





Complete Streets policy

- 9. Performance measures
 - Used to:
 - Track implementation progress
 - Prioritize projects
 - Evaluate alternatives for design
 - 13 performance measures are specified in the policy





Complete Streets policy

- 9. Performance measures (continued)**
- “Equity shall be incorporated into every performance measure listed above to the extent data are available.”
 - Vulnerable Population Index based on:
 - Poverty
 - Non-Hispanic, Non-White
 - Hispanic
 - Limited English Proficiency (LEP)
 - Disabled
 - Elderly
 - Carless



Vulnerable Population Index

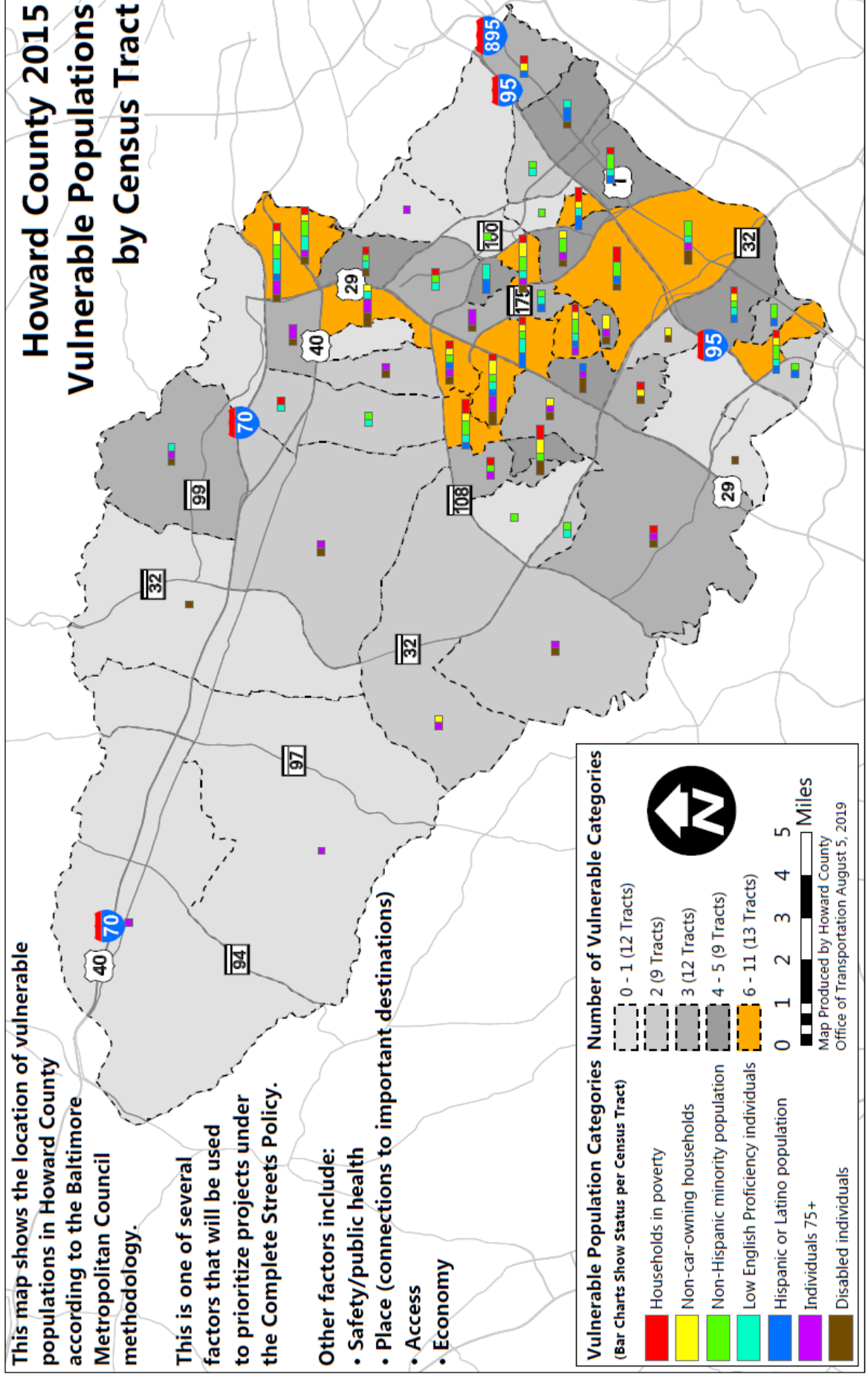
This map shows the location of vulnerable populations in Howard County according to the Baltimore Metropolitan Council methodology.

This is one of several factors that will be used to prioritize projects under the Complete Streets Policy.

Other factors include:

- Safety/public health
- Place (connections to important destinations)
- Access
- Economy

Howard County 2015 Vulnerable Populations by Census Tract





Complete Streets policy

10. Implementation

- This section includes specific actions to be taken by the County, along with timeframes
- Details will be discussed in a moment





THE CSIT'S ROLE IN IMPLEMENTING THE POLICY





CSIT's role

Council Resolution 120-2019, Section 10

- “It shall be the responsibility of the Office of Transportation to convene a Complete Streets Implementation Team, consisting of an equal number of internal and external stakeholders, to guide and track implementation of this policy.”





CSIT's role

- Ensure implementation progress is on schedule
- Maintain a list of performance measures
- Prepare a semiannual report documenting progress
 - Tentatively in March and September of each year



CSIT's role (continued)

- Advise staff on new procedures and guidance
 - Design Manual updates within 18 months (led by a Design Manual Working Group)
 - Project prioritization process within 12 months
 - Updates to Subdivision and Land Development Regulations after Design Manual updates are complete
 - Public outreach procedures within 12 months
 - Education and training





Upcoming activities

- Meetings
 - A joint meeting of the CSIT and the Design Manual Working Group will be held on Wednesday, January 8, tentatively at 3:00 pm
 - Beginning in February, the CSIT will meet the first Wednesday of each month, tentatively at 3:00 pm
 - County staff will undertake the implementation actions specified in the policy



**THANK YOU FOR YOUR
PARTICIPATION!**

