



Complete Streets Implementation Team Implementation Phase: Meeting #2

February 5, 2020




Agenda

- Introduction
- Current design process and resources
- Public outreach
 - Current processes
 - Discussion about what constitutes successful, effective public outreach
- Introduction to project prioritization
- Next steps







DESIGN PROCESS AND RESOURCES

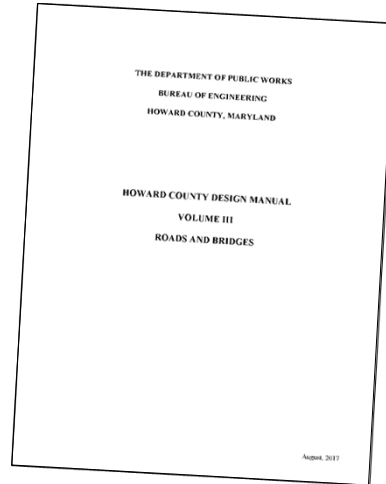


Current Resources



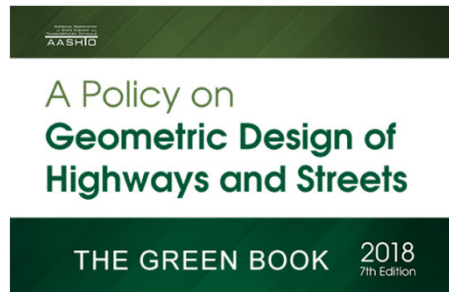
Design Manual

- Volume III covers most transportation-related elements
- Volume IV includes standard details
- Supplemental resources are used for design elements that are not addressed in the Design Manual




Supplemental Resources



- AASHTO “Green Book”
 - Foundation of US geometric design policy
 - Basis for much of the County’s Design Manual




Supplemental Resources



- AASHTO/FHWA: Numerous design resources in addition to the Green Book
- Other national guidelines and best practices
- MDOT SHA standards and guidelines



Supplemental Resources





Design Manual Updates: General Direction



Guiding Principles

- Complete Streets are safe, comfortable, and convenient for people of all ages and abilities, whether they are walking, bicycling, riding transit, or driving
- Our goal is to ensure the Design Manual fully addresses all of these modes of travel
 - Street design based on national best practices
 - **Street types based on both function and land use context (“typology”)**
 - Trade-offs due to limited available right of way
 - Overlays for bike routes and scenic roadways

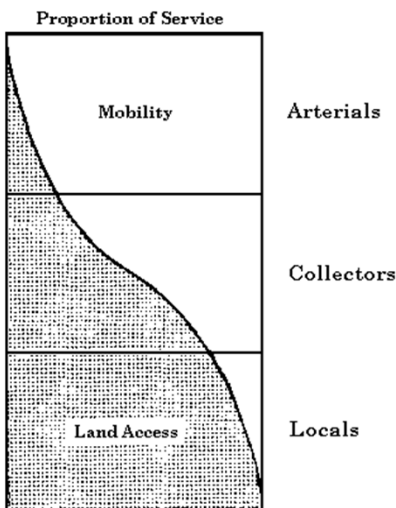


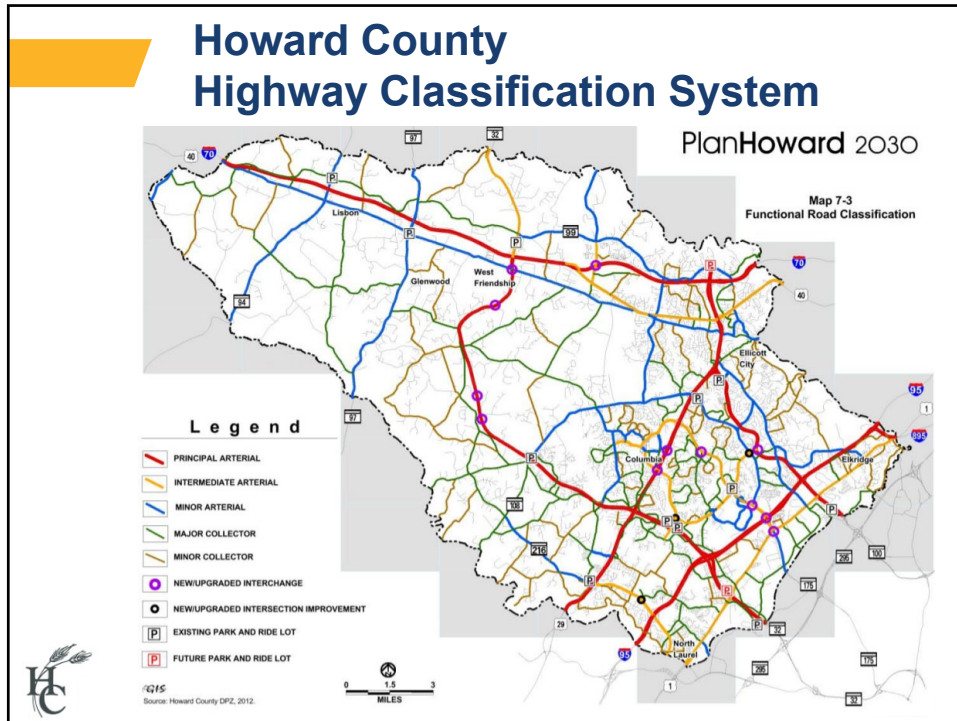
- Streets are currently designed based on their transportation function.



Functional Classification

Relationship of functionally Classified Systems in Serving Traffic Mobility and Land Access





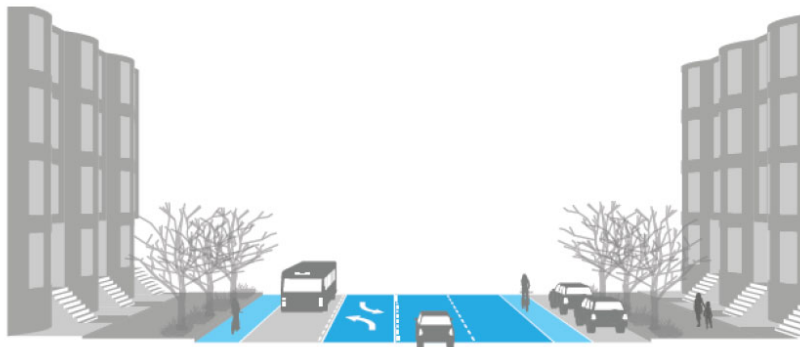
Howard County Highway Classification System

- Principal arterial highway (freeway)
- Intermediate arterial
(multi-lane divided or undivided highway; limits type and number of access points from adjacent land uses)
- Minor arterial
- Major collector
- Minor collector
- Local road
(includes access place and access street)
- Scenic roadway





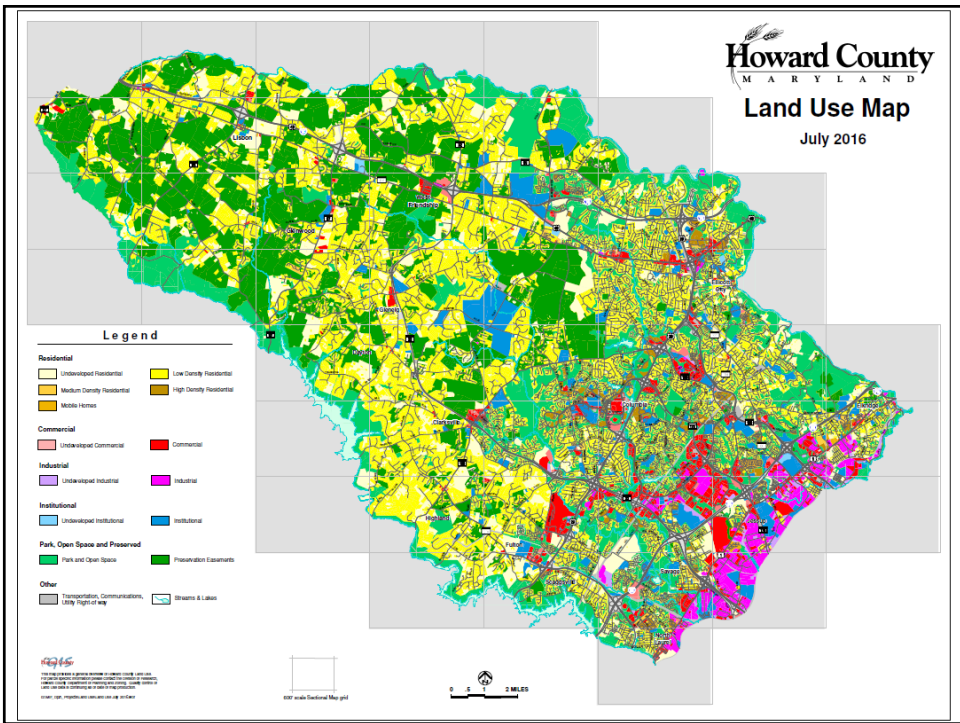
- Complete Streets are designed based on the land use context **AND** on their transportation function.

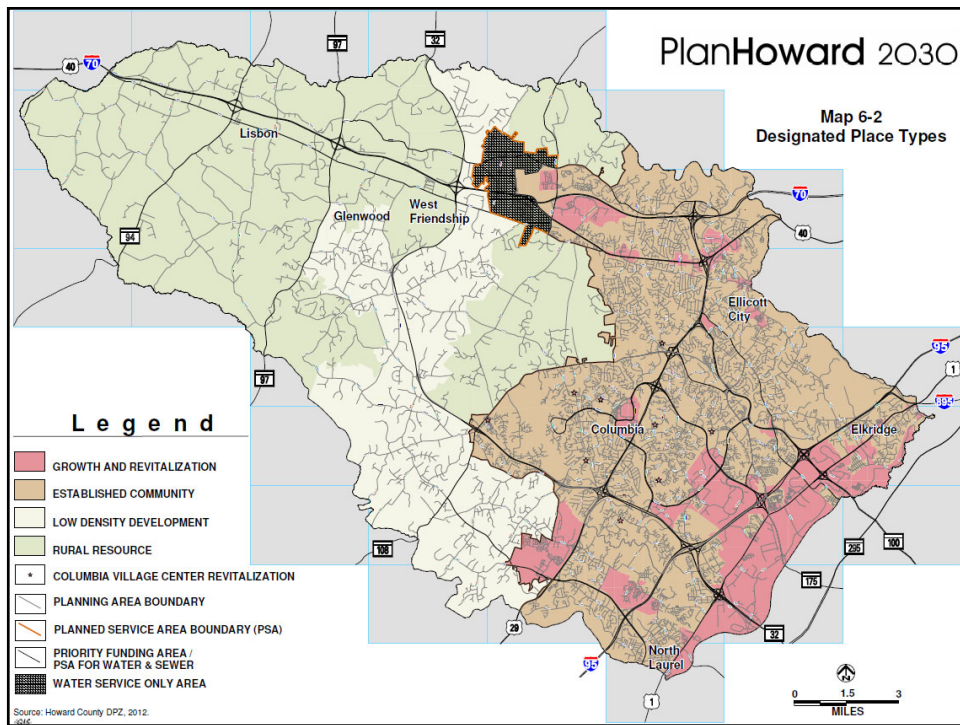
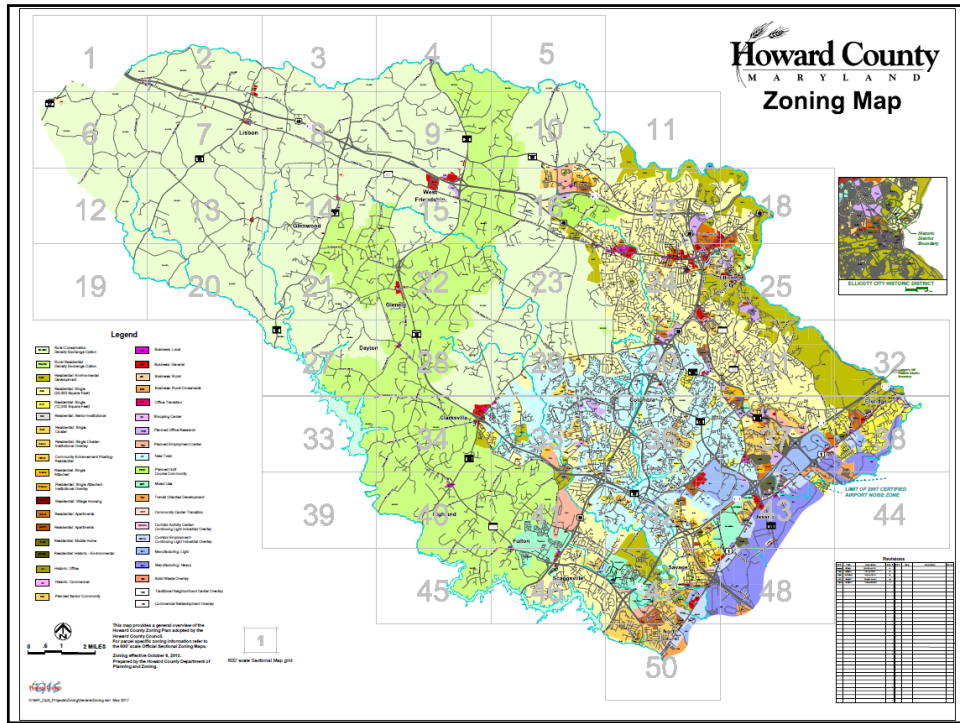


Land Use Contexts

- Initial list under consideration
 - Mixed use
 - Higher-density residential
 - Lower-density residential
 - Commercial
 - Industrial
 - Rural
 - (plus overlays for special uses)





Future vs Existing Land Use



E 14th Corridor, San Leandro, CA - Source: Community, Design + Architecture



Future vs Existing Land Use



E 14th Corridor, San Leandro, CA - Source: Community, Design + Architecture





Future vs Existing Land Use



E 14th Corridor, San Leandro, CA - Source: Community, Design + Architecture



Sample Street Typology: Prince George's County





Prince George's County

Only urban street types have been developed so far

- Mixed-Use Boulevard
 - 2, 3, or 4 lanes
- Neighborhood Connector
- Neighborhood Residential
- Industrial Road
- Shared Street
- Alley

This is just an example of a similar typology; Howard County will choose its own design criteria






Prince George's County

Criteria for Urban Street Types

| Urban Street Type* | Minimum Right of Way | Design Speed** | Total # of Travel Lanes | Minimum Lane Width | Median | Minimum Buffer | Minimum Turning Radius | On Street Parking | Minimum Sidewalk | Bike Facility |
|--|----------------------|----------------|-------------------------|------------------------|--------|----------------|------------------------|-------------------|------------------|-------------------------------------|
| Mixed Use Boulevard (A) - 2 Travel Lanes | 99' | 25 mph | 2 | 10' (11' if bus route) | 16' | 6' | 15' | 8' | 8' | 6.5' separated bike lane |
| Mixed Use Boulevard (B) - 2 Travel Lanes | 92' | 25 mph | 2 | 10' (11' if bus route) | 16' | 6' | 15' | 8' | 8' | 5' bike lane |
| Mixed Use Boulevard (A) - 4 Travel Lanes | 119' | 25 mph | 4 | 10' (11' if bus route) | 16' | 6' | 15' | 8' | 8' | 6.5' separated bike lane |
| Mixed Use Boulevard (B) - 4 Travel Lanes | 116' | 25 mph | 4 | 10' (11' if bus route) | 16' | 6' | 15' | 8' | 8' | 5' bike lane with 2' painted buffer |
| Mixed Use Boulevard (A) - Center Turn Lane | 93' | 25 mph | 2 | 10' (11' if bus route) | none | 6' | 15' | 8' | 8' | 6.5' separated bike lane |
| Mixed Use Boulevard (B) - Center Turn Lane | 86' | 25 mph | 2 | 10' (11' if bus route) | none | 6' | 15' | 8' | 8' | 5' bike lane |
| Neighborhood Connector (A)*** | 83' (75') | 20-25 mph | 2 | 10' | none | 6' | 15' | 8' | 8' | 6.5' separated bike lane |
| Neighborhood Connector (B)*** | 66' (58') | 20-25 mph | 2 | 10' | none | 6' | 15' | 8' | 8' | Option to add 5' bike lane |
| Neighborhood Residential*** | 60' (53') | 20 mph | 2 | 10' | none | 6' | 15' | 7' | 6' | Option to add 5' bike lane |
| Industrial Street*** | 48' (57') | 20 mph | 2 | 11' | none | 6' | 15' | (9') | 6' | none |
| Shared Street | 50' | 10 mph | 2 | 10' | none | 6' | 15' | none | 8' | none |
| Alley | 20' | 10 mph | 1 | 10' | none | none | 15' | none | none | none |



* Streets in Regional Transit Districts and Local Centers
 ** For additional horizontal and vertical design constraints relevant to these design speeds, refer to AASHTO: A Policy on Geometric Design of Highways and Streets.
 *** Figures in parenthesis indicate alternative configurations related to optional on-street parking shown in the standard details.

Prince George's County (URBAN STREET TYPES ONLY)

| New Street Type | Description | Features |
|---------------------|---|--|
| Mixed Use Boulevard | <ul style="list-style-type: none"> Buildings close to street Mix of land uses Medium to high density land use High volumes of vehicles and transit Medium to heavy ped/bike activity Reduced vehicular speeds | <ul style="list-style-type: none"> 2-4 travel lanes Median Sidewalks & bike facilities Street furniture & enhanced lighting On-street parking |



PRIVATE PROPERTY SIDEWALK SEPARATED ONE-WAY BIKE LANE LANDSCAPING & FURNITURE ZONE PARALLEL PARKING WITH PLANTED BULB OUT TRAVEL LANE MEDIAN/TURN LANE TRAVEL LANE PARALLEL PARKING WITH PLANTED BULB OUT LANDSCAPING & FURNITURE ZONE SEPARATED ONE-WAY BIKE LANE SIDEWALK PRIVATE PROPERTY
8' 2' 6.5' 5' 8' 10' 15' 10' 8' 6' 6.5' 2' 8'

Prince George's County (URBAN STREET TYPES ONLY)



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PRIVATE PROPERTY SIDEWALK LANDSCAPING & FURNITURE ZONE PARALLEL PARKING WITH PLANTED BULB OUT BIKE LANE TRAVEL LANE CENTER/TURN LANE TRAVEL LANE BIKE LANE PARALLEL PARKING WITH PLANTED BULB OUT LANDSCAPING & FURNITURE ZONE SIDEWALK PRIVATE PROPERTY
8' 8' 6' 8' 5' 10' 10' 10' 5' 8' 6' 8' 8'



Prince George's County (URBAN STREET TYPES ONLY)

| New Street Type | Description | Features |
|------------------------|--|---|
| Neighborhood Connector | <ul style="list-style-type: none"> Connect multiple neighborhoods Medium density land uses, Buildings close to street May feature mixed land uses or mostly residential w/ occasional businesses Heavy pedestrian/bike activity; Provide continuous walking and bicycling routes Some are major bus routes; Slow speeds (20-25 mph) | <ul style="list-style-type: none"> 2 travel lanes Bike facilities, Sidewalks, Lighting Enhanced streetscape In mixed-use/retail areas, space for street furniture, outdoor events & dining On-street parking |

Prince George's County (URBAN STREET TYPES ONLY)

| New Street Type | Description | Features |
|--------------------------|--|---|
| Neighborhood Residential | <ul style="list-style-type: none"> Provide immediate access to single-family and multi-family residences Focus on pedestrian safety, space for children to play, and well defined bicycling and walking paths Slow speeds | <ul style="list-style-type: none"> 2 travel lanes Sidewalks Street trees Lighting |

Prince George's County (URBAN STREET TYPES ONLY)

| New Street Type | Description | Features |
|-------------------|---|---|
| Industrial Street | <ul style="list-style-type: none"> Serve industrial areas Carry moderate to high volumes of trucks of all sizes Fewer bicyclists and pedestrians, but often they must pass through | <ul style="list-style-type: none"> 2 Travel lanes Adequate street width and turning radii to accommodate trucks Lighting |

SIDEWALK 6' LANDSCAPING & FURNITURE ZONE 6' TRAVEL LANE 11' TRAVEL LANE 11' LANDSCAPING & FURNITURE ZONE 6' SIDEWALK 6'


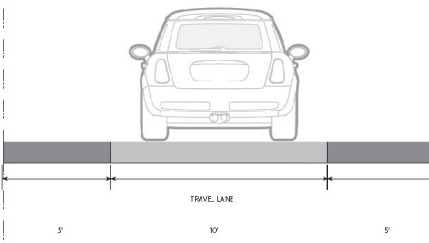
Prince George's County (URBAN STREET TYPES ONLY)



| New Street Type | Description | Features |
|-----------------|---|---|
| Shared Street | <ul style="list-style-type: none"> Multiple land uses Single grade or surface shared by all modes Extremely low speeds | <ul style="list-style-type: none"> Unique paving Street furniture Lighting |

LANDSCAPING & FURNITURE ZONE 6' FURNITURE 6' LANDSCAPING & FURNITURE ZONE 6'

Prince George's County (URBAN STREET TYPES ONLY)



| Urban Street Type* | Description | Features | Design Speed | Total # of Travel Lanes | Minimum Lane Width |
|--------------------|----------------------|-----------------|--------------|-------------------------|--------------------|
| Alley | Extremely low speeds | One travel lane | 10 mph | 1 | 10 |

Another Example: Downtown Columbia Street Classifications

- Also an urban context
- Pedestrian-oriented, mixed use community design
- “Streets will vary from the current standards in the Howard County Design Manual.”
- Boulevard
 - Multi-lane highway with median
 - No parking
- Parkway
 - Four lanes with median
 - Parking on both sides
 - Buildings on both sides
 - Promenade on one side

Potential Howard County Typology (SUBJECT TO CHANGE)

- Land use classification
 - Mixed use
 - Higher-density residential
 - Lower-density residential
 - Commercial
 - Industrial
 - Rural
- Transportation classification
 - Intermediate Arterial
 - Minor Arterial
 - Collector
 - Local
 - Overlays for Bike Howard routes and scenic roadways

When trade-offs are needed, design features for people traveling by various modes are prioritized according to land use context and transportation classification





Potential Howard County Typology (SUBJECT TO CHANGE)

- How this compares with the current Highway Classification System:
 - Principal Arterials are generally State maintained and are not addressed by the Complete Streets policy
 - Two types of Collectors are combined into one
 - Scenic Roadways are addressed as an overlay
- Overlays for special categories
 - Bike routes
 - Scenic routes



Potential Howard County Typology (SUBJECT TO CHANGE)

| | LAND USE CONTEXT | | | | | |
|-------------------------------|------------------|----------------------------|---------------------------|------------|------------|--------------------------------|
| TRANSPORTATION CLASSIFICATION | Mixed-use | Higher-density residential | Lower-density residential | Commercial | Industrial | Rural (everything outside PSA) |
| Intermediate arterial | | | | | | |
| Minor arterial | | | | | | |
| Collector | | | | | | |
| Local | | | | | | |

PUBLIC OUTREACH




Public outreach process

- Office of Transportation
- Department of Public Works (DPW)
- Department of Planning and Zoning (DPZ)



Office of Transportation

Type of Project

- Annual BikeHoward and Complete Streets Open House
- Community meetings for planning projects (generally 3 meetings):
 - Concept or pre concept
 - Mid stage of design
 - Final design
- Community meetings for bike lane additions through resurfacing
 - Usually at existing HOA or Village Board meeting
- Annual priority letter to the State
- Tabling at health fairs and other community events



Office of Transportation

Outreach formats:

- Posting on project webpage
- Social media (OOT Facebook and Twitter)
- Email list (Constant Contact)
- Posting on County events calendar and OOT calendar
- County press release
- Boards and Commissions
 - ✓ Multimodal Transportation Board
 - ✓ Central Maryland Transportation and Mobility Commission
 - ✓ Bicycle Advisory Group
 - ✓ Transit and Pedestrian Advisory Group
- Outreach to Village Boards or HOAs
- Outreach through Council Members
- Outreach through advocacy groups



Department of Public Works

Public outreach for capital projects

- Based on Howard County Code sec. 18.211
- All bridge, road construction or reconstruction
- Public hearings at preliminary and final design phase



Department of Public Works

Preliminary phase public hearing

- Posting notices four weeks before the meeting at the site of the project. The notice includes purpose of meeting, project number, date and place and time of public meeting
- Posted on Howard County web site four weeks prior to meeting
- Written notice by first-class mail at least four weeks before the meeting to all adjacent property owners

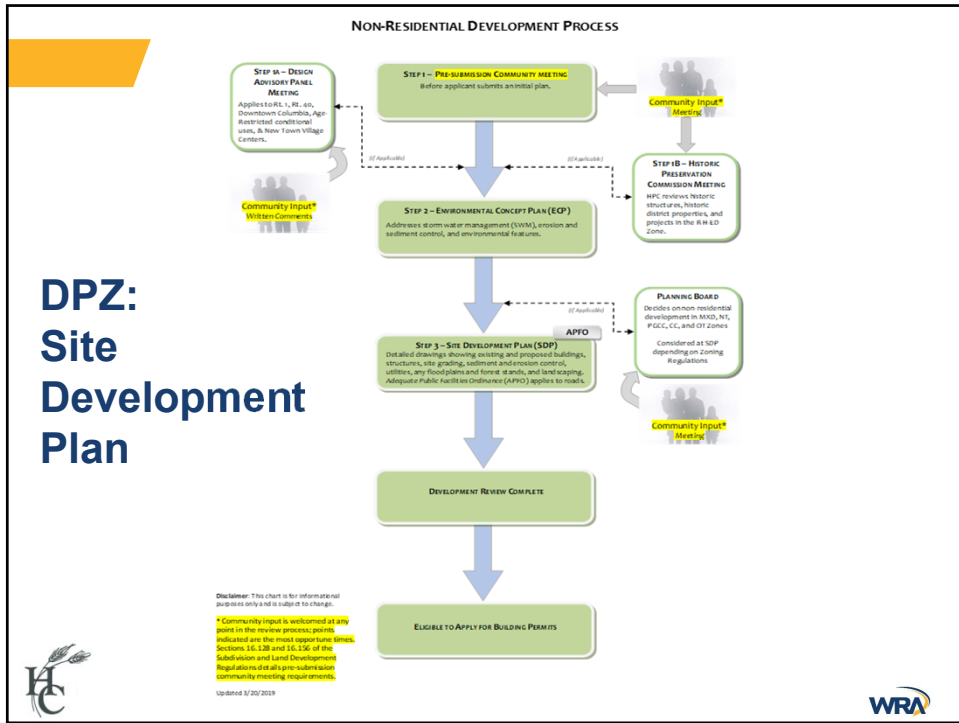


Department of Public Works

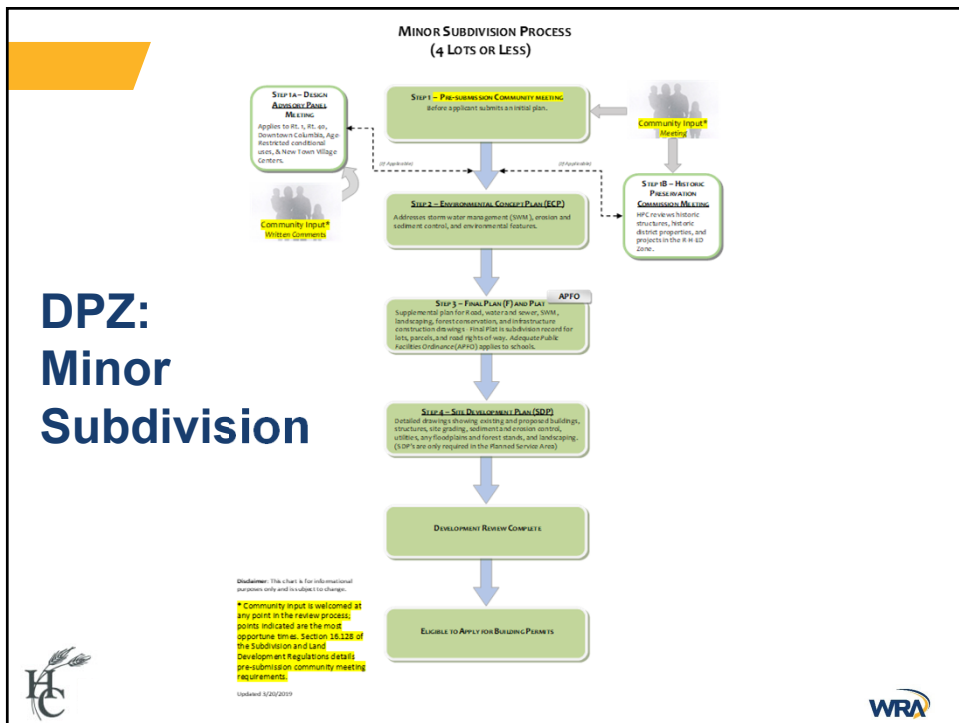
Final phase public hearing

- Posting notices minimum two weeks before the meeting at the site of the project. The notice includes purpose of meeting, project number, date and place and time of public meeting
- Posted on Howard County web site minimum weeks prior to meeting
- Written notice by first-class mail at least two weeks before the meeting to all attendees at the preliminary design meeting and citizens who have sent written comments to the Department of Public Works on the project

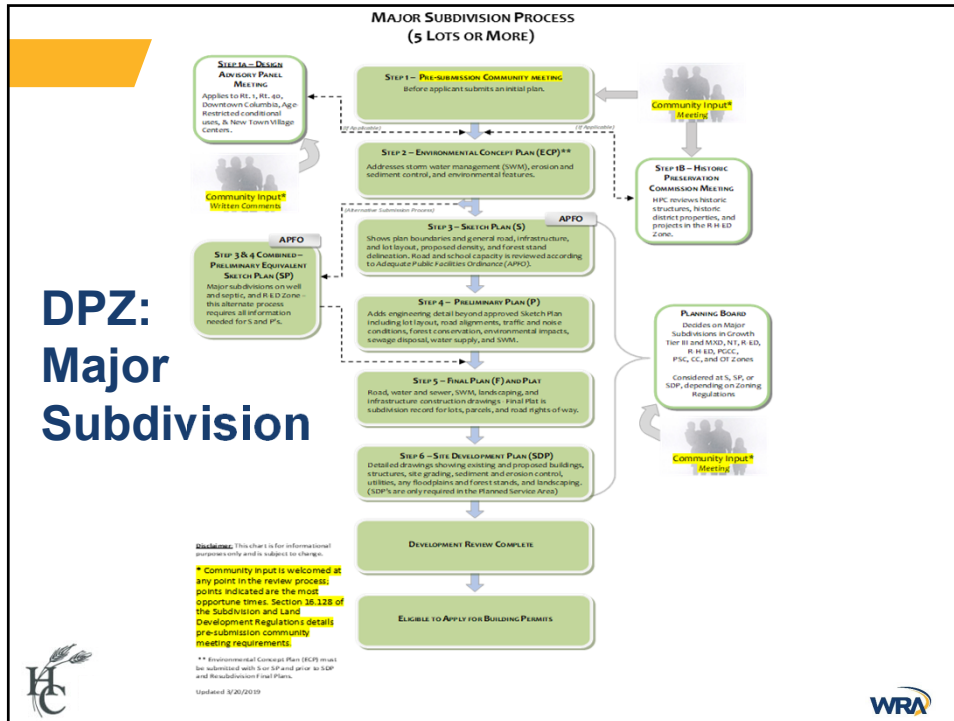




DPZ: Site Development Plan



DPZ: Minor Subdivision



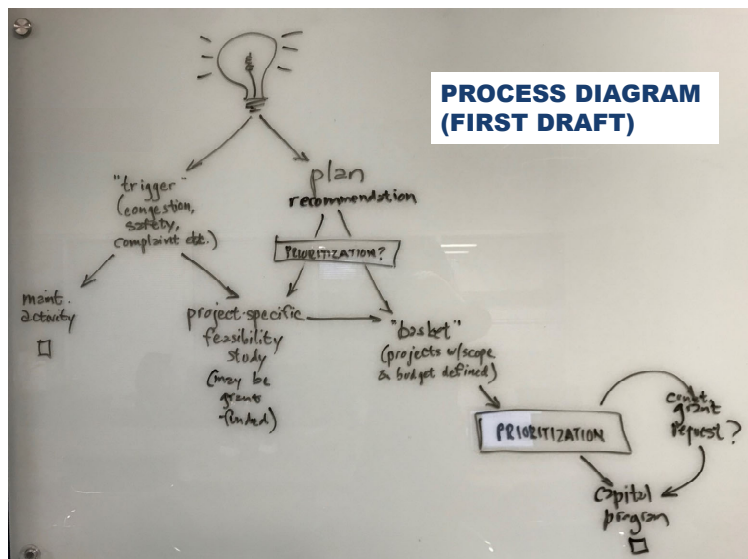
Public outreach – your thoughts

- In your opinion, what is working well now?
- What types of outreach improvements would be beneficial?
- How do we measure the effectiveness of public outreach?

PROJECT PRIORITIZATION



Project prioritization



Project prioritization (FIRST DRAFT)

| Performance Measures (from Complete Streets Policy) | Project Selection Criteria | Points (TBD) | Project Prioritization Criteria | Points (TBD) |
|--|--|-----------------|--|-----------------|
| Safety/Public Health: Number and location of fatalities by road type and mode of travel, and by age and gender as data are available | Project addresses demonstrated transportation safety issues | | Project addresses demonstrated transportation safety issues | |
| Safety/Public Health: Number and location of serious injuries by road type and mode of travel, and by age and gender as data are available | | | | |
| Equity: Percentage of new roadway projects or roadway repairs in priority communities | Project is in a priority community as defined by CS policy | | Project is in a priority community as defined by CS policy | |
| Access/Place: Connections to important destinations, including schools, libraries, parks, community centers, village centers, social service centers, significant health care facilities, and government centers | Project area includes important destinations including schools, libraries, parks, community centers, village centers, social service centers, significant health care facilities, and government centers | | Project provides connections to important destinations, including schools, libraries, parks, community centers, village centers, social service centers, significant health care facilities, and government centers (points per destination connected) | |
| Access/Economy: Connections to employment centers | Project area includes employment center | | Project provides connections to employment centers (points per employment center connected) | |
| NO FUNDING PERFORMANCE MEASURE | Project feasibility study received outside funding (Federal, State, and/or private) to reduce cost to County taxpayers | | Project construction leverages non-County funds (Federal, State, and/or private) to reduce cost to County taxpayers | |
| Access: Miles of sidewalk, trail, and bicycle infrastructure installed or repaired | Project increases the miles of sidewalk, trail, and bicycle infrastructure available | | Project installs or repairs sidewalk, trail, and bicycle infrastructure (points per mile of infrastructure) | |
| Access: Number of curb ramps installed or repaired | Project addresses pedestrian accessibility | | Project installs or repairs curb ramps (points per curb ramp) | |
| Access: Number of crosswalks installed or repaired | | | Project installs or repairs crosswalks (points per crosswalk) | |
| Access: Number of transit stops with sidewalk access installed or repaired | Project area includes transit stops | | Project provides transit stop with sidewalk access installed or repaired (points per stop) | |
| Access: Percentage of transit stops with marked crosswalks within 150 feet | | | Project completes crosswalk within 150 feet of a transit stop (points per crosswalk) | |
| Access: Percent of Bike Howard short term network completed | Project completes part of Bike Howard short term network | | Project completes part of Bike Howard Short term network | |
| Access: Percent of Walk Howard network completed | Project completes part of Walk Howard network | | Project completes part of Walk Howard network | |
| Access: Percent of the population with direct access to a low-stress bike network | Project increases access to the low-stress bicycle network | | Percent of the population provided access to the low-stress bicycle network (percent ranked and scored against other projects) | |

NEXT STEPS



Next steps

- Next meeting
 - Wednesday, March 4, 3:00 pm
- Action items from this meeting

