

Complete Streets Stakeholder Meeting 1

June 15, 2016

Complete Streets Implementation – Core Team

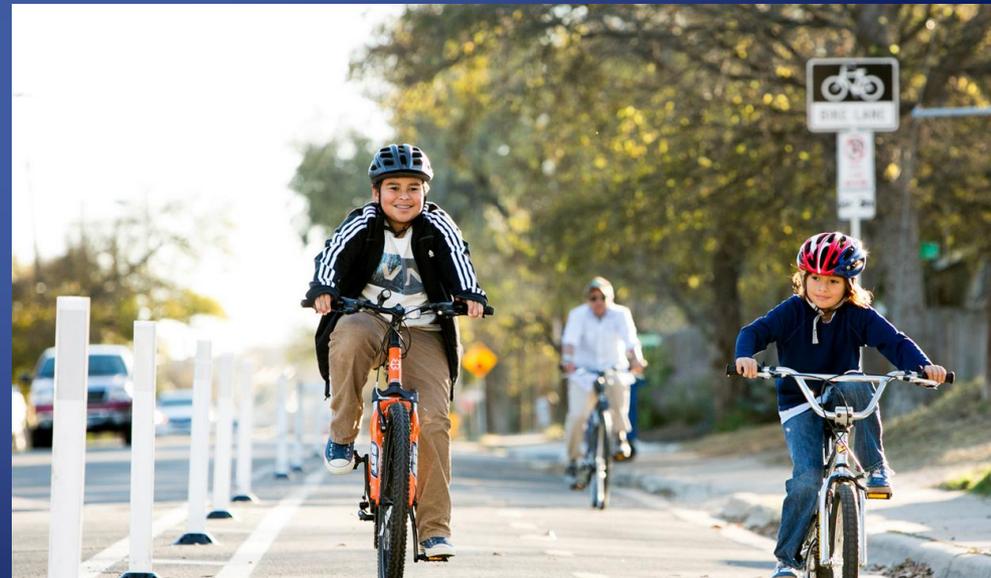
Representative	Agency/Department
Chris Eatough – Chair	Howard County Office of Transportation
Paul Walsky	Howard County Recreation and Parks
Phil Nichols	Howard County Department of County Administration
Kris Jagarapu	Howard County Public Works
Chad Edmondson	Howard County Planning and Zoning
David Ramsay	Howard County Public Schools, Transportation
David Cookson	Howard County Office of Transportation
Jane Dembner	Columbia Association



Howard County
OFFICE OF TRANSPORTATION

What are Complete Streets?

“Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work.” – National Complete Streets Coalition.



Complete Streets Policy

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



- Is a high-level policy direction
- Changes the everyday decision-making processes and systems
- Represents an incremental approach
- Has long-term results
- Refers to both new streets and retrofit of existing streets

The Tremendous Potential of Complete Streets

Of all trips:

50%

are less than
3 miles

28%

are less than
1 mile

60%

are driven



of these trips...



The Tremendous Potential of Complete Streets

66% of Americans want more transportation options so they have the freedom to choose how to get where they need to go.

73% currently feel they have no choice but to drive as much as they do.

57% would like to spend less time in the car.

The Goal for the Complete Streets Implementation Team – From CR35-2016

WHEREAS, the County Executive has proposed a Complete Streets policy statement within his letter of support that will be included in the Bicycle Master Plan that states,

“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.”

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.*

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, Maryland, that the County Council requests that the County Executive direct the Complete Streets Implementation Team to draft a comprehensive Complete Streets Policy and develop a Complete Streets Design Manual that implements the Complete Streets Policy for submission to the Council for approval.

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Complete Streets Examples

Simple addition of sidewalk



Brownsboro Road, Louisville, KY.

Repurposing of space to add crosswalks, pedestrian refuge islands, bike lanes and storm water management



La Jolla, California



Bronx, New York

Clematis Street

West Palm Beach, FL

Metro Population: 5,564,635 | City Population: 99,919



After

Photo: Google



Before

Photo: Ian Lockwood

Downtown West Palm Beach was once only for commuters, but now attracts shoppers, families, and tourists.

- Widened sidewalks, landscaping, trees and street furniture all contributed to an improved pedestrian realm.
- Three lanes were reduced to two as the street was converted from one way to two way.

W. Lancaster Boulevard

Lancaster, CA
Metro Population: 158,000 | City Population: 156,633



After

Photo: Greg Konar



Before

Photo: City of Lancaster

W. Lancaster Boulevard's successful redesign led to \$130 million in private investment .

- 2 travel lanes and a center turn lane were converted to diagonal parking and plaza space in the center of the street.
- Street trees, benches, and landscaping were added along sidewalks and in the new median.

A COMPLETE REDESIGN



Photos: City of Lancaster

The City of Lancaster completely rebuilt Lancaster Boulevard in eight months.



Indianapolis

Complete Streets with new development: Rockville Town Center, Rockville MD



Howard County, Maryland



Stockbridge Road

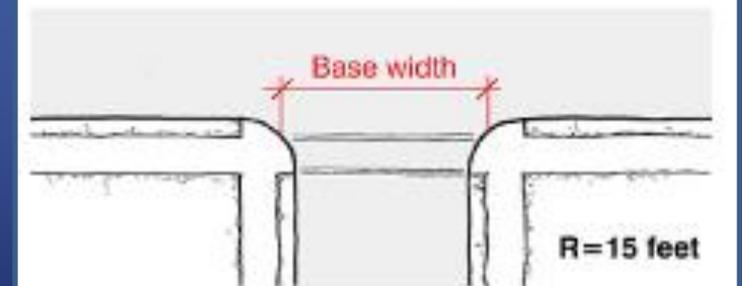
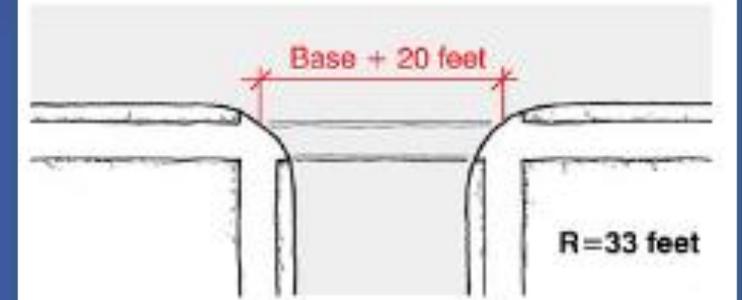
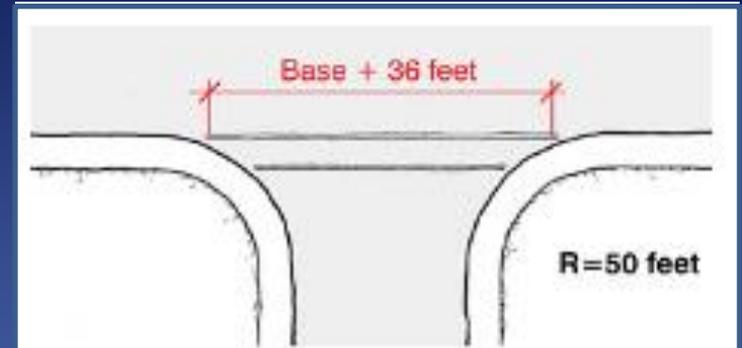
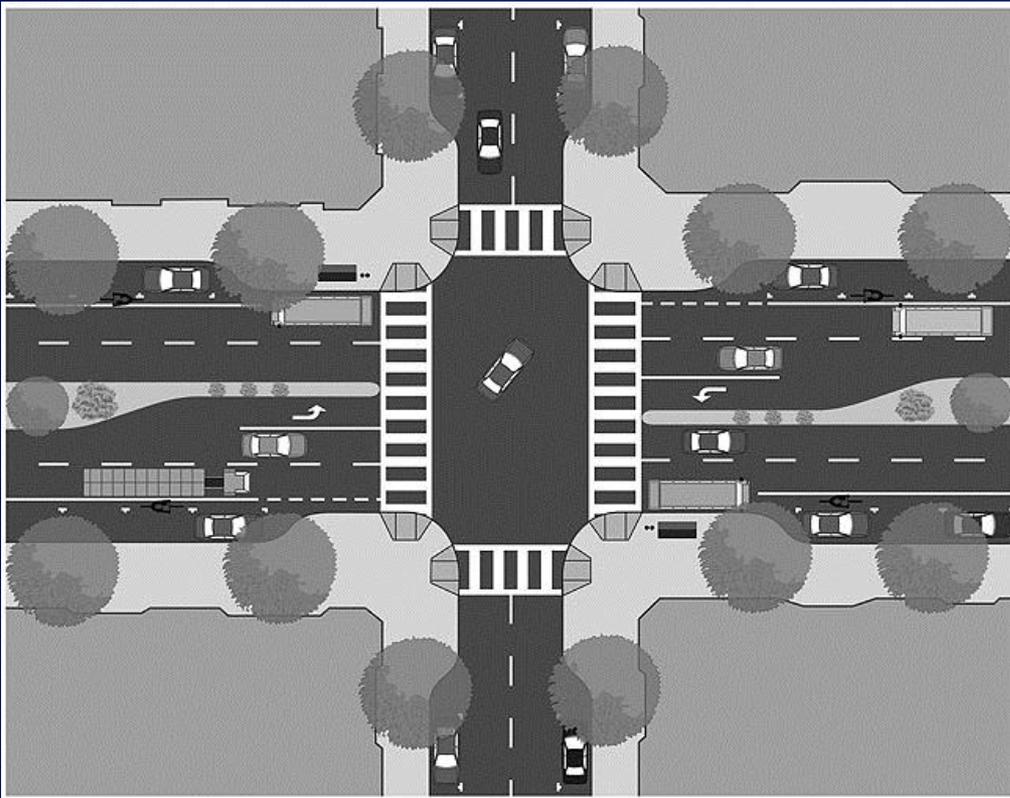


Great Star Drive



Little Patuxent Parkway

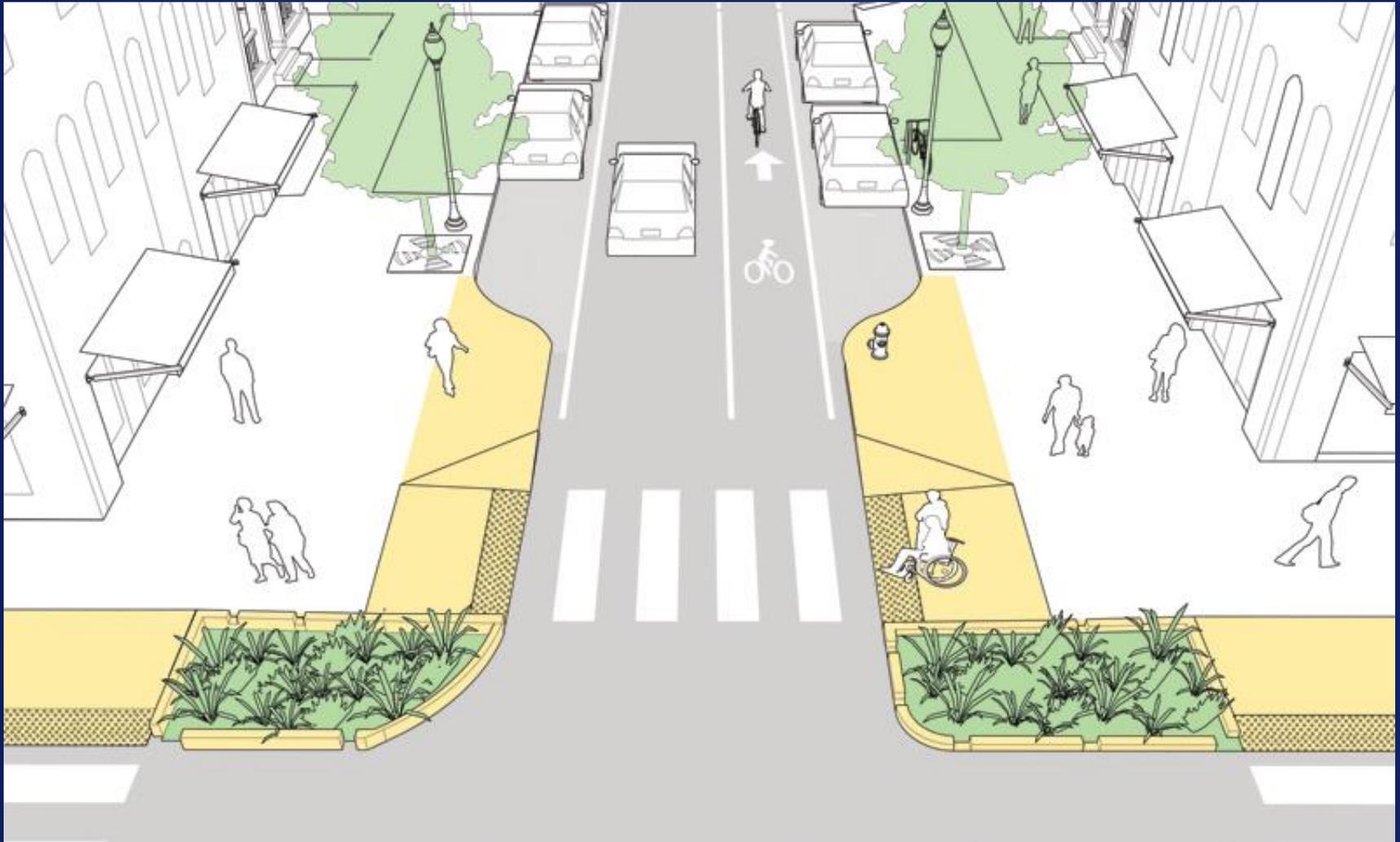
Details that make a difference: Small curb radius



Small curb radii are more pedestrian friendly because they decrease crossing distances and slow vehicles at turns.



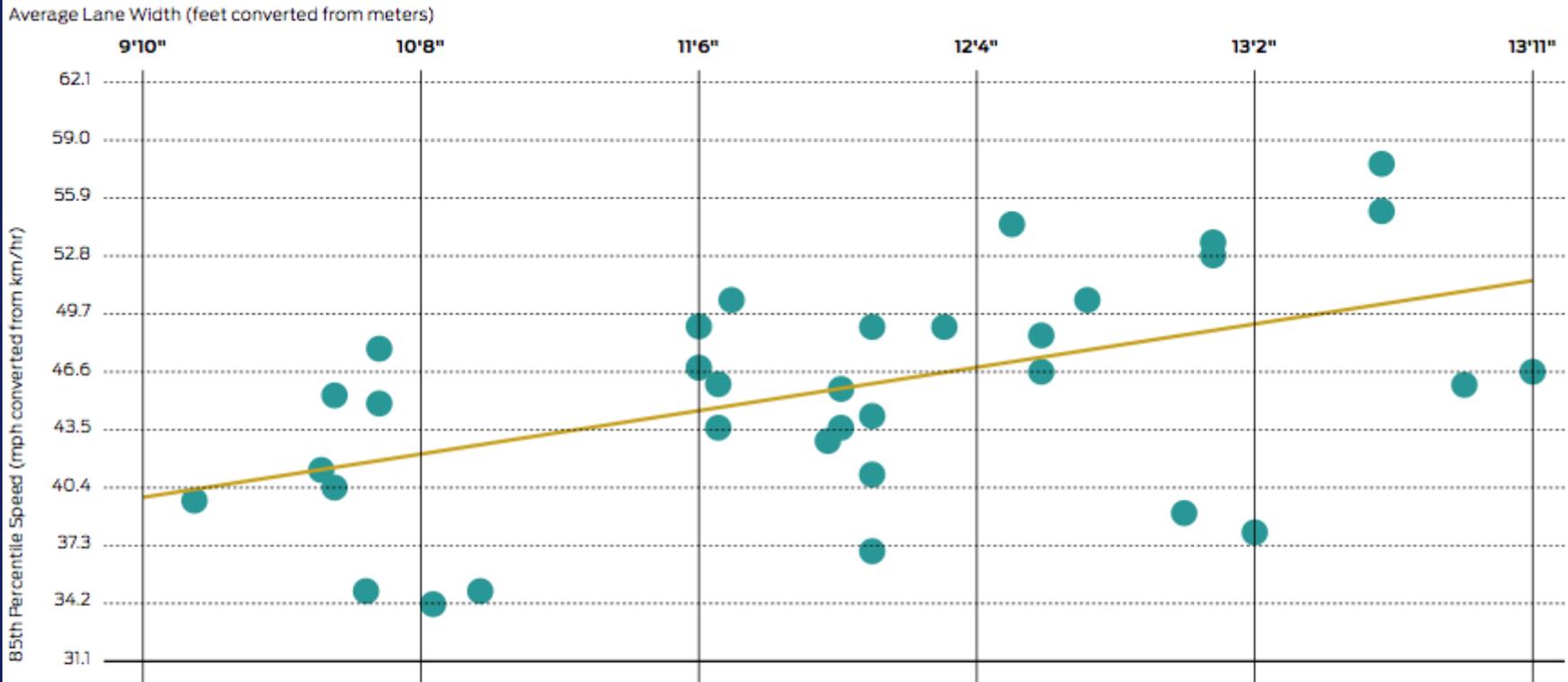
Details that make a difference: Curb Extensions



Curb Extensions. Improve visibility, decrease crossing distance, slow down motor vehicles, provide additional public space (storm water management, etc).

Details that make a difference: Design speed and lane widths

Wider travel lanes are correlated with higher vehicle speeds.



"As the width of the lane increased, the speed on the roadway increased... When lane widths are 1 m (3.3 ft) greater, speeds are predicted to be 15 km/h (9.4 mph) faster."

Chart source: Fitzpatrick, Kay, Paul Carlson, Marcus Brewer, and Mark Wooldridge. 2000. "Design Factors That Affect Driver Speed on Suburban Streets." *Transportation Research Record* 1751: 18-25.

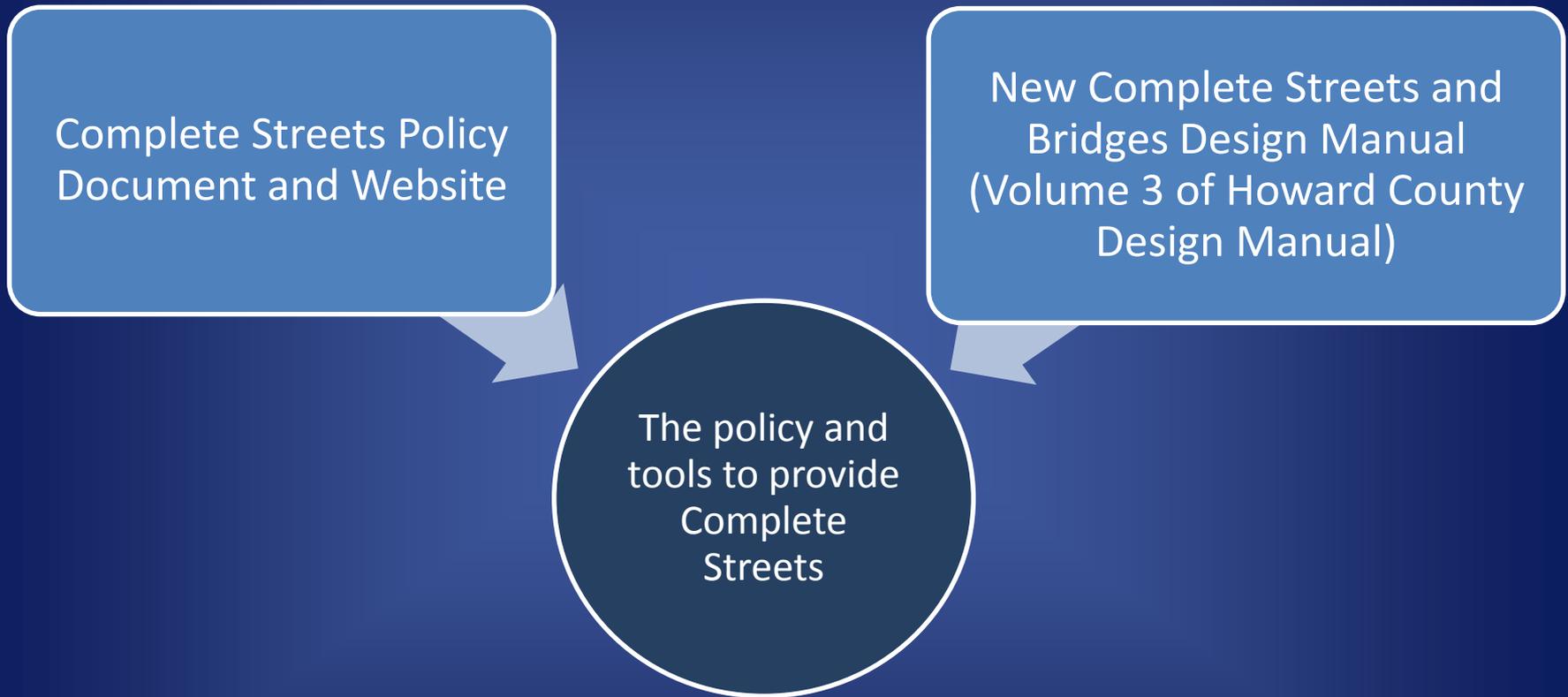
— Regression Line
● 85th Percentile Speed of Traffic

Benefits of Complete Streets

- Improve safety
- Improve public health
- Provide transportation options
- Strengthen local economy
- Reduce maintenance costs
- Increase quality of life, especially for seniors and children
- Implement existing policy and planning documents



Expected Products and Outcomes



Complete Streets Policy Implementation Team

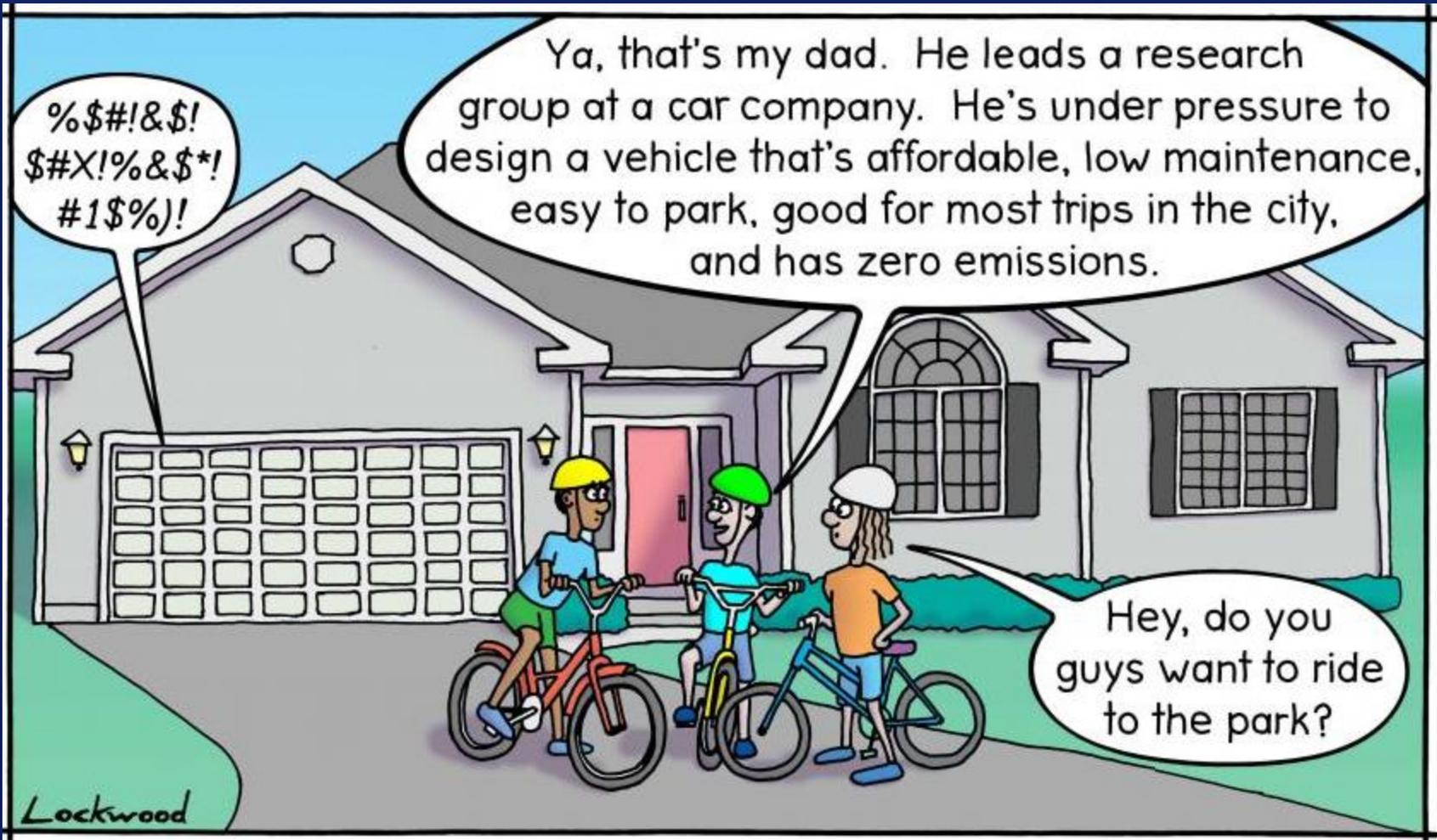
ESTIMATED TIMELINE

Major Tasks	2016								2017				
	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May
Project Start-Up/ Coordination		🔄											
Develop Complete Streets Policy					🔄		🔄						
Develop Complete Streets Design Manual									🔄				
Prepare Final Documents for Approval													
Review/Approval Process (Anticipated)											☑	☑	☑

🔄 = Stakeholder Meeting

☑ = Review and Approval

DRAFT JUNE 2016



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