Complete Streets Stakeholder Meeting 1  
June 15, 2016

Complete Streets Implementation – Core Team

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

National Household Travel Survey (2009)
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.

Future of Transportation National Survey (2016)
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
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’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

The City of Lancaster completely rebuilt Lancaster Boulevard in eight months.
Complete Streets with new development: Rockville Town Center, Rockville MD
Howard County, Maryland

Stockbridge Road

Little Patuxent Parkway

Great Star Drive
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.

Average Lane Width (feet converted from meters)

<table>
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<tr>
<th>Lane Width</th>
<th>9'10&quot;</th>
<th>10'8&quot;</th>
<th>11'6&quot;</th>
<th>12'4&quot;</th>
<th>13'2&quot;</th>
<th>13'11&quot;</th>
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<tr>
<td>4.21</td>
<td>5.00</td>
<td>5.59</td>
<td>6.00</td>
<td>6.84</td>
<td>7.62</td>
<td>8.31</td>
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85th Percentile Speed (mph converted from km/h)

- 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.

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 Document and Website
- New Complete Streets and Bridges Design Manual (Volume 3 of Howard County Design Manual)

The policy and tools to provide Complete Streets
<table>
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<tr>
<th>Major Tasks</th>
<th>2016</th>
<th>2017</th>
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<tbody>
<tr>
<td>Project Start-Up/Coordination</td>
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<td>Develop Complete Streets Policy</td>
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<td>Prepare Final Documents for Approval</td>
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<tr>
<td>Review/Approval Process (Anticipated)</td>
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- = Stakeholder Meeting
✓ = Review and Approval

DRAFT JUNE 2016
Ya, that's my dad. He leads a research group at a car company. He's under pressure to design a vehicle that's affordable, low maintenance, easy to park, good for most trips in the city, and has zero emissions.

Hey, do you guys want to ride to the park?