Complete Streets Implementation Team Implementation Phase: Meeting #3

March 4, 2020
Agenda

• Introduction
• Review and approval of January and February meeting minutes
• Public outreach discussion
  – Brief review of departmental presentations
  – Open discussion
• Introduction to project prioritization
• Next steps
Public outreach process

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

- Generally three community meetings for each planning project
- Community meetings for bike lane additions through resurfacing
- Annual open houses
- Tabling at community events
- Project websites
- Social media
- Email list
- Posting on County events calendar and OOT calendar
- Outreach through:
  - Boards and Commissions
  - Village Boards or HOAs
  - Council Members
  - Advocacy groups
Department of Public Works

• Generally two public hearings for each final design project, as required by County Code sec. 18.211
  – Preliminary phase
  – Final phase

• Notices
  – Advance notices posted at the site
  – Information available on the County web site in advance
  – Written notice by mail to all adjacent property owners
Department of Planning & Zoning

• Process varies based on the type of project
  – Site development plan
  – Minor subdivision
  – Major subdivision

• Generally, input can be provided at several points in the review process
  – Pre-submission community meeting
  – Design Advisory Panel meeting in selected areas
  – Planning Board
  – “Community input is welcomed at any point in the review process”
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?
Public outreach – your thoughts

• Who are the usual meeting attendees (groups, not individuals)?
• Who does not hear about meetings?
• Who is not comfortable attending meetings whose opinions need to be heard?
• Who physically cannot attend meetings and how else can they provide input?
Public outreach – your thoughts

- How can meetings be made more accessible?
- Would an online option (live and/or recorded) be beneficial? How could it work?
- How could the County “meet people where they are” by going into communities, tabling at local events, etc.?
- What other ideas would you like to share?
PROJECT PRIORITIZATION
Project prioritization

PROCESS DIAGRAM
(FIRST DRAFT)
## Project prioritization

**Performance Measures (from Complete Streets Policy)**

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

- Preparation of spring report to County Council
- Next meeting
  - Wednesday, April 1, 3:00 pm
- Action items from this meeting