Introduction, roll call, agenda review ................................................................. 1:00

Review of common themes from Chapter 2 comments (continued from Wednesday) ........................................................................... 1:05
  • See more information on next page

Review of outstanding comments on chapter 5, traffic studies ..................... 2:30

Schedule review ............................................................................................... 2:45

Next steps ........................................................................................................ 2:55
  • Next CSIT meeting: Wednesday, October 6, 2021 at 3:00 pm
  • Action items from this meeting

Adjourn ............................................................................................................ 3:00
Common Themes from Chapter 2 Comments
(This is the same list provided as part of the Wednesday, September 1 agenda)

Speed

- Reach consensus on the use of target speed to make operating speeds consistent with use by people walking and bicycling

- Agree on a suite of traffic calming measures that are appropriate to make Howard County streets safer for people walking and bicycling
  - Determine appropriate level of design guidance: dimensions, operations, process for testing
  - Provide at least an introduction to tactical urbanism, pop-up demonstrations and pilot projects, and placemaking

Network connectivity

- Confirm that Traditional Neighborhood Design section will be retained

- Reach consensus on how cul de sacs and T-turnarounds will be handled: parking, islands, etc.

- Determine how gates or other barriers will be handled where streets are blocked for motor vehicle use, but open to walking and bicycling

Intersections

- Determine appropriate level of design guidance: references to other manuals (e.g. the current draft) vs inclusion of prescriptive guidance in the Design Manual

- Refine language around channelized right turn lanes (“discouraged,” “when necessary,” etc.)

- Reach consensus on pedestrian design elements at intersections: accessible pedestrian signals, recall, leading pedestrian intervals

- Obtain agreement on the use of design vs control vehicle, what those vehicles should be, and how they translate to a more prescriptive approach to selection of curb radii