Complete Streets Policy Overview

Baltimore County Department of Public Works
**Why?**

- Part of Pedestrian and Bicycle Advisory Committee Duties
- Beginning a conscious effort to improve conditions for walking and bicycling and provide more transportation choice
Complete Streets

Provide safe and convenient access for pedestrians, bicyclists, transit riders and motorists.
What’s Included?

- Policy statement
- Design Guidelines
Policy Statement

- County Constructed Roads and Site Design for Public Facilities
- County Supportive Programs: Education, Encouragement, Enforcement
- Privately Constructed Roads and Site Design
Policy Statement

Exemptions:

- Prohibited by law
- For bicycle facilities, not in adopted plan and can’t be incorporated into the bicycle network
- For on-road bicycle facilities, the planned paved roadway width is less than 30’
- For transit user facilities, a road is not served, or planned to be served, by transit
- Other reason as approved by the Director of the reviewing agency
Policy Statement

Waivers:

- Use of the pedestrian and/or bicycle facility is not anticipated
- For bicycle facilities, bicycle facilities on adjoining properties are not yet present

Waiver requires fee-in-lieu
New Benefit: Local Open Space

Pedestrian and bicycle facilities can fulfill active local open space requirements.
Design Guidelines: Site Design

- Inter-connected street system, internally and to surrounding properties
- Limit use of cul-de-sacs
- Place the main entrance to face the street
- Use the minimum front setback width
- Avoid placing off-street parking areas between the building and the street
Site Planning – Off-road

- Provide additional sidewalks to connect buildings
- Provide walking and bicycling paths to and through open space areas, as appropriate.
Provide direct pedestrian access from the stop to the main entrance.

For stops serving over 10 potential riders, provide:
- Paved surface with benches
- Or, 8’x15’ pre-graded area for a future MTA bus shelter

Incorporate bus pull-outs where appropriate.
Design Guidelines: Road Design

- Use the narrowest road widths to meet the needs of all users
- Incorporate on-street parking
<table>
<thead>
<tr>
<th>Street Type</th>
<th>Posted Speed</th>
<th>Volume (ADT)</th>
<th>Appropriate Bike Facility</th>
<th>Sidewalk*</th>
<th>Intersection Spacing (ft.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Principal arterial</td>
<td>40-50</td>
<td>&gt;18,000</td>
<td>Bike lane, cycle track or sidepath</td>
<td>Both sides of road, separated from curb, 6’ wide</td>
<td>660-1,320</td>
</tr>
<tr>
<td>Minor arterial</td>
<td>35-45</td>
<td>10,000-25,000</td>
<td>Bike lane or sidepath</td>
<td>Both sides of road, separated from curb, 5’ wide</td>
<td>300-1,320</td>
</tr>
<tr>
<td>Major collector</td>
<td>30-35</td>
<td>5,000-15,000</td>
<td>Bike lane or sidepath</td>
<td>Both sides of road, separated from curb, 5’ wide</td>
<td>300-660</td>
</tr>
<tr>
<td>Minor or neighborhood collector</td>
<td>30-35</td>
<td>&lt;6,000</td>
<td>Bike lane or shared bike/parking lane if few parked vehicles</td>
<td>Both sides of road, separated from curb, 5’ wide</td>
<td>300-660</td>
</tr>
<tr>
<td>Local street, mid to high density</td>
<td>25</td>
<td>&lt;3,000</td>
<td>None needed unless part of a network route</td>
<td>Both sides of road, separated from curb, 5’ wide</td>
<td>200-660</td>
</tr>
<tr>
<td>Local street, low density</td>
<td>25</td>
<td>&lt;3,000</td>
<td>None needed unless part of a network route</td>
<td>Both sides of road, separated from curb, 5’ wide</td>
<td>200-660</td>
</tr>
</tbody>
</table>
Pedestrian Facilities

- Continuous sidewalks
- Additional design options to improve safety and attractiveness
Bicycle Storage at major residential, retail and employment buildings

- Bicycle racks for short-term parking
- Bike lockers or covered/indoor facilities for long-term parking for employees and building tenants.
Adoption

- On December 2, 2013, the Baltimore County Council approved resolution (Res. 126-13) to adopt the “Recommendations for a Comprehensive Complete Streets Policy.”
- This policy affects the review and approval of development projects.
- Its purpose is to create a safe, multi-modal transportation system that will support healthy, walkable, bikeable and livable communities.